

The London and China Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O., MESSAGERIES, AND PACIFIC MAILS FROM CHINA, JAPAN, STRAITS SETTLEMENTS, &c.

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

VOL. XIII.—No. 391.]

LONDON, MONDAY, FEB. 27, 1871.

[Price 9d.—Subscription, £2 2s. per annum, Postage included.

No mail has been received this day, owing to the interruption in the French mail service caused by the war. We give in its place much interesting matter in connection with the Far East, including the official correspondence on the TIENTSIN MASSACRE, published by the Foreign-office this day.

Latest AdVICES.

PORTS.	OUTWARD.		HOMeward.
	From London.	Arrived out.	
JAPAN—Yokohama.....	Nov. 4	Dec. 25	Jan. 1
Fedo.....			
Osaka and Hogo.....			
Hakodadi.....			
Nagasaki.....			
CHINA—Peking.....			
Tien-tsin.....			
Chafoo.....			
New-chwang.....			
Hankow.....			Dec. 30
Kin-kiang.....			
Chin-kiang.....			
Shanghai.....	Nov. 4	Dec. 23	Jan. 4
Ningpo.....			
Foochow.....			" 2
Formosa.....			
Amoy.....			
Swatow.....			
Hong Kong.....	" 25	Jan. 7	" 11
Canton.....			
Macao.....			
PHILIPPINES—			
Manila.....	" 4	Dec. 22	" 3
COCHIN-CHINA—			
Saigon.....	" 25	Jan. 2	" 7
SIAM—Bangkok.....	" 25	Dec. 30	" 10
BORNEO—Labuan.....			
Sarawak.....			
JAVA—Batavia.....			" 13
Semarang.....			
Bourabaya.....			
MALACCA STRAITS—			
Singapore.....	Dec. 2	Jan. 6	" 18
Penang.....			" 20
CEYLON—Galle.....	" 23	" 16	" 26
Colombo.....	" 23	" 17	" 24

List of Passengers.

PASSENGERS OUTWARD.

Per P. and O. steamer *Pera*, from Southampton, Feb. 19.—To Yokohama: Mr. and Mrs. Simpkins. To Shanghai: Mr. T. Potter, Mr. Broadbent. To Hong Kong: Mr. and Mrs. W. C. Johnston, servant, and two second-class passengers. To Singapore: Mr. and Mrs. J. B. Mackie, and one second-class passenger. To Penang: Mr. F. H. Fredericks, Mr. A. Birch. To Ceylon: Miss M. Rumley, Mr. Torin, and four second-class passengers.

Per P. and O. steamer *Messina*, from Brindisi, Feb. 28.—To Shanghai: Mr. E. T. Blair. To Hong Kong: Mr. R. Anderson, Mr. Robert Nichol.

Per P. and O. steamer *Camdia*, from Southampton, March 4.—To Yokohama: Mr. W. Bankema. To Shanghai: Mr. E. Iveson. To Hong Kong: Mr. Foster. To Batavia: Mr. London. To Ceylon: Mr. and Mrs. W. Rollo.

Per P. and O. steamer *Bangalore*, from Brindisi, March 14.—To Hong Kong: Mr. G. Hardy, Mr. F. B. Johnson, Commander Magnay, R.N.

Per P. and O. steamer *Nubia*, from Southampton, March 18.—To Shanghai: Mrs. Lyall Grant, Mr. J. March, Mr. Bernhard. To Hong Kong: Mr. and Mrs. T. Smith and child, Mr. Veltch, Mr. W. Christy. To Batavia: Mr. and Mrs. T. Wassink. To Ceylon: Mr. P. Cummins.

Per P. and O. steamer *Delta*, from Brindisi, March 28.—To Shanghai: Mr. and Mrs. W. Pugh.

Per P. and O. steamer, from Suez, April 2.—To Shanghai: Mrs. Clark. To Singapore: Mr. L. Clark.

Per Pacific mail steamer *America*, from San Francisco, Feb. 1.—For China and Japan: Rev. C. H. Wolf and wife, F. D. Hitch, Dr. Alfred Weller, Miss Rosa Freeman, J. Woodside, E. C. Gungenich, Henry Hitchcock, H. T. Hare, A. C. Moore, Mrs. S. Clark, Miss Georgia Costar, E. Ewasaya, Mrs. Naohanna, J. Faulkner and wife, Rev. C. H. Gullich, and wife, C. H. Sullick, J. Gilchrist, E. G. Low, Nagar Iwaske, F. D. Ifanger.

THE TIENTSIN MASSACRE.

A BLUE-BOOK on the subject of the Tientsin Massacre was distributed this day. The correspondence it contains is very voluminous, and with much of it our readers have been made acquainted time to time by the statements issued from the Foreign-office. Some new light is, however, thrown upon the proceedings by the letters of Earl GRANVILLE, which we have now, for the first time, the opportunity of seeing. Lord GRANVILLE's first letter is addressed to M. DE LAVALETTE, the French Ambassador:—

Foreign-office, August 25, 1870.

M. L'AMBASSADEUR.—I have the honour to acknowledge the receipt of your Excellency's letter of the 18th instant, referring to the late unfortunate massacre of French subjects at Tientsin, and requesting that the support of Her Majesty's Representative may be afforded to M. Rochecouart in his demands for the punishment of the malefactors.

In reply, I have the honour to inform your Excellency that Her Majesty's Government have not as yet received any details of the events in China to which your Excellency refers; but that they cannot hesitate to instruct Her Majesty's Representative in China to co-operate with the Legation of the Emperor in order to obtain the punishment of the parties who were concerned in the outrages of which French subjects have been the victims.—I am, &c. (Signed) GRANVILLE.

The next letter is addressed to Mr. WADE:—

Foreign-office, Sept. 15, 1870.

SIR,—I have received your despatches from June 26 to July 3, giving details of the shocking massacre of Europeans at Tientsin on June 21.

The accounts of that transaction which had been previously received from the outposts, and which are now officially confirmed by your reports, have been received by Her Majesty's Government with the deepest concern: and though only one British subject connected with the French missionary establishments was a victim, their sorrow and their sympathy apply to all who suffered on the occasion, and who appear in many cases to have been put to death with the most revolting cruelty.

Still it has been a relief to Her Majesty's Government to find that, with the exception which I have alluded to, they have not to lament the loss of any British life or property; and they highly appreciate the judgment, firmness, and temper shown by Mr. Acting Consul Lay under circumstances of so trying a character, and to which they do not doubt the safety of the British community is, in a great degree, to be attributed.

Her Majesty's Government would fain hope, and they are encouraged to do so by your telegram of the 16th of August, that there has been no serious disturbance since the date of the original massacre. They can perfectly understand the alarm and anxiety which that calamity excited in the minds of all foreigners located in China, and the excitement which it must have caused amongst the Chinese authorities and people. The presence, however, of Her Majesty's ships of war on the coasts of China will, it is to be hoped, have reassured Her Majesty's subjects and those of foreign Powers, and have served to keep in check any disposition on the part of the Chinese to attempt similar outrages in other quarters.

The question of the responsibility of the Chinese Government and its provincial authorities for what has occurred, as well as that of preventing similar outrages hereafter, are, however, beset with peculiar difficulty at the present moment, in consequence of the present state of things in France, where the attention of the Government administering the country since the dethronement of the Emperor Napoleon is engrossed by the difficulties of a war which has no parallel in modern times, and which convulses the country from one end of it to the other.

True it is that British interests in China must be placed more or less in jeopardy by disturbances, from whatever cause arising; but in dealing with such a question as that now before Her Majesty's Government, it cannot be denied that the grievance to be redressed is not in its origin a British grievance, and that the demand for redress, however justly it may be insisted on, should proceed in the first instance from the nation to whom the wrong has been done.

Her Majesty's Government would exert whatever moral influence it

may possess to induce the Chinese Government to satisfy any reasonable demand which France may make; but they cannot conceal from themselves that the calamity has been the result of a system which they have always deprecated as dangerous and impolitic, and which they have long foreseen might lead to events such as they now deplore.

It is for the reasons such as these, it is from knowing that missionary zeal might lead to consequences not only fatal to those devoted persons who apply themselves to spread Christianity in China, but calculated to put in jeopardy the lives and interests of the whole foreign community, that Her Majesty's Government have felt it their duty to discountenance missionary operations which seemed likely to give rise to difficulties with the Chinese Government and people; and Her Majesty's Government trust most sincerely that British missionaries will take warning from what has befallen the Roman Catholic missionaries at Tientsin, and conduct their operations with the utmost prudence, and with a steady purpose to abstain from exciting suspicion or animosity among the Chinese, and to insist upon their proselytes not looking upon their conversion to Christianity as releasing them from their general duties as subjects of China.

I have not yet heard what impression has been made on the Government of the United States by these late events, or what course they propose to follow, both for the protection of their general interests and for that of their missionaries, who, I believe, are also engaged in proselytising in China.

But, as matters stand, it is quite clear that the only policy which can be pursued is one of an expectant character, though that should not preclude every attempt that can be made, without compromising future liberty of action, to impress upon the Chinese Government the necessity of anticipating demands that may possibly be made upon them for redress, and for security against the recurrence of outbreaks against the foreign community which may involve China most seriously with other Powers.

The Chinese Government, indeed, seem to be alive to the necessity of acting in this manner; and the despatch of a special envoy with a deprecatory mission to France may be taken as an indication of apprehension. It will be your duty to keep alive and take advantage of such apprehension, and not to allow them to suppose that the present embarrassments under which France labours hold out to China a prospect of impunity for what has passed, or of security against the consequences of any repetition of offence towards foreigners.

The Chinese Government has the power to restrain its provincial authorities, and to make them feel that they are responsible for the safety of all foreigners residing in the country and engaged in their lawful pursuits; and you will press this point on the Chinese Ministers, as necessary to be borne in mind if they desire to avoid embarrassing questions with foreign Powers.—I am, &c.,

(Signed) GRANVILLE.

The next letter to the same is dated October 6th:—

Foreign-office, October 6, 1870.

SIR,—Since the date of my despatch of the 15th of September I have received your despatches of the 16th of July to the 17th of July, reporting proceedings up to that date, with reference to the massacre at Tientsin; and I have also received your telegram despatched from Kiachia on the 26th of September, stating that all was quiet at Peking and the ports, though a feeling of uneasiness still prevailed at Tientsin.

I stated to you by telegraph, on the 26th of September, three days after the receipt of your despatches, but before that of your telegram, that it was the desire of Her Majesty's Government that you should urge on the Chinese Government, if they wished to avoid serious difference with England, that it was absolutely necessary that they should provide for the protection, during the winter, of British subjects and their property at Tientsin and other places after the necessary withdrawal, in consequence of the season, of the British naval forces. I informed you that Her Majesty's Government relied upon you for insisting with firmness on this demand, while avoiding any language which might be unnecessarily irritating; and I desired you, if you should entertain a doubt as to the sufficiency of Chinese protection, to warn British subjects that it was not to be relied on, and to offer them, with the concurrence of the Admiral, means of withdrawing to some place of safety. But I told you at the same time that you should hold the Chinese Government responsible for any damage done to British property during the absence of its owners. In order, however, that you might feel no doubt as to the extent of discretion imputed to you, and that it did not imply authority to adopt measures of direct hostility against China, I enjoined you on no account to sanction a British occupation of the Taku forts without orders from home.

It was a great satisfaction to Her Majesty's Government to learn by your telegram just received, that in the three months that had elapsed between its date and the date of the massacre nothing had occurred calculated to show that that tragedy was likely to be repeated in other parts of China, or to warrant the opinion, perhaps not unnaturally entertained on the spot in the first moments of alarm, that it indicated a determination on the part of the Chinese authorities and people to exterminate foreigners in general.

Doubtless the news of what had occurred at Tientsin has been much canvassed throughout China, and in judging of the present demeanour of the Chinese, which appears to have caused much anxiety to foreigners, it may perhaps not be unreasonable to attribute it, in some degree at least, to apprehension on the part of the former as to the consequences which may ensue from the massacre.

Such an outrage, indeed, can admit of neither excuse nor palliation; but perhaps some explanation of it, viewed as an isolated measure, which it would appear to have been, may be found in the fact, sufficiently notorious to all persons connected with China, that both the authorities and the people have thought that they had reason to complain of foreign missionary establishments; and some catastrophe has long been anticipated as not unlikely to result from the interference of foreign missionaries in support of their converts, who have, it is

alleged, been taught to look upon conversion to Christianity as releasing them from their obligations of submission to the local authorities.

The late attack appears to have been directed chiefly against Roman Catholic missionary establishments under French protection, and when the fury of the mob was expended on them, the Protestant missionary establishments, with few exceptions, and those being in the immediate vicinity of the French, appear to have been left unmolested, and to have continued so up to the present time.

As the case stands, Great Britain, then, is not the party principally concerned; she has no wrong to avenge as deliberately done to her own subjects, although it is much to be lamented that one of Her Majesty's subjects, associated with the French Sisterhood, in an institution under the protection of the French authorities, shared their fate. Whatever course, in the common and general interest, it might have been advisable to take in concert with France, if France had invited her co-operation, Great Britain is under no moral or international obligation to stand forth alone as the redresser of wrongs done to the subjects of a foreign Power, and for the purpose of defending and upholding missionary proceedings in a foreign country, carried on without the sanction of Parliament, and by which no general national interest can be subserved.

I have already instructed you to give your moral support to any reasonable application for redress which the French Government may make. If that redress is refused, it will be matter of further consideration for Her Majesty's Government, whether any, and if at all how far, material assistance may be given to the French Government to obtain it.

In any case Her Majesty's Government fully recognise the duty of affording efficient protection to British subjects in China; and, with this view, of providing in the ports of China an amount of naval force adequate for the protection of British interests, though not sufficient to warrant the assumption that an intention exists on the part of Her Majesty's Government that it should be employed in active hostility against the Chinese Empire. Vice-Admiral Sir Henry Kellett appears to have already at his disposal a sufficient naval force to admit of his providing for the safety of British interests at the several Treaty ports, and when the approach of winter compels him to withdraw the ships from the Northern ports he will have still larger naval means available for the protection of the rest. Her Majesty's Government have, moreover, considered whether a detachment of marines could be stationed on shore at Tientsin and Taku during the winter, but it appears that such a measure would be attended with great difficulty, and would involve little short of military occupation with a considerable force of those places.

Such a measure is out of the question. We have no sure ground for anticipating, either on the part of the Government or people of China, measures of outrage against British subjects; and we have no complaint to urge against China which would justify an act of direct hostility against her. The only course therefore open to us is that which has already been prescribed to you by telegraph, and which I have recapitulated at the commencement of this despatch, namely, the withdrawal during the winter months from the frozen-up ports of British subjects who might be unwilling to remain there.

Her Majesty's Government have recourse to such a measure with much reluctance, and are not insensible that it is attended with a certain degree of risk, namely, that of leading the Chinese Government to draw conclusions from it, which, however unwarranted, might prove dangerous to the maintenance of amicable relations with China.

On the other hand, however, the measure may not be unattended with good results. There is no reason to suppose that the Chinese Government have any deliberate purpose to quarrel with this country, and, to judge from your report, they are looking forward with no small apprehension as to the course which the Western Powers may be induced by the massacre at Tientsin to take; and in this state of feelings on their part no better test can be applied to their ability to control the local authorities and populace throughout China than the course which they may pursue when it is distinctly brought before them that, if they do not control both, they will be held responsible when the return of spring reopens the Gulf of Pechili and the Peiho River to the British naval forces.

You will learn from the inclosed copies of letters to the Board of Admiralty that measures will at once be taken to place at Vice-Admiral Sir Henry Kellett's disposal a body of marines intended eventually to replace the regiment of infantry now stationed in Japan, and also the cautionary instructions which will be given to the Admiral for his general guidance. These are in substance the same as those which were long since issued for the guidance of naval officers in the Chinese seas; and I have only to state to you, in conclusion, that Her Majesty's Government rely not only on your prudence and firmness when communicating with the Chinese authorities, but also on your earnest co-operation with the Admiral for the support of the great British interests which have grown up in China.—I am, &c., (Signed) GRANVILLE.

In his next letter Lord GRANVILLE mentions Miss O'SULLIVAN's name for the first time:—

Foreign-office, October 7, 1870.

SIR,—In your despatch of the 3rd July you mention that a British subject named Alice O'Sullivan, born at Clonmel on the 1st Dec., 1836, was among the Sisters of Mercy murdered at Tientsin on the 21st June, being designated among the Sisterhood, according to your despatch of the 16th July, as Sister Louise. You appear from your letter to Prince Kung of the 9th July, inclosed in that despatch, to have been acquainted with her, and to have seen her but a short time before her departure from Peking for Tientsin.

You did perfectly right in calling Prince Kung's attention specifically to the case of Alice O'Sullivan, and in taking advantage of the opportunity to impress upon the Prince in strong terms the gross injustice and absurdity of imputing to this Sisterhood, zealously engaged in works of charity, crimes of such an odious character as those which served as a rallying cry for their murderers.

Her Majesty's Government entirely approve of your having pointed out to him that not only would the Chinese Government be held bound to mete out a full measure of justice to the criminals, but that it would also, if it sincerely desired to maintain friendly relations with foreign nations, set itself in all earnestness about disabusing the popular mind of the false impressions which it had conceived, and take most decided measures for the personal security of all foreigners residing in China.

As regards Alice O'Sullivan herself, I should wish to be informed as soon as possible whether she was registered as a British subject, or whether she held herself to be exclusively under French protection while associated with the French Sisterhood.—I am, &c.,
(Signed) GRANVILLE.

On the 19th October Lord GRANVILLE wrote to Mr. WADE:—

I have to acquaint you that if, on communication with Vice-Admiral Kellett, you should be jointly of opinion that the naval force which he can station at Shanghai is not sufficient for the defence of British interests at that place, you are authorised to apply to the commanding officer of Her Majesty's military forces at Hong Kong, or in Japan, for a detachment of infantry, which, on its arrival at Shanghai might be held in readiness on board ship, to be landed in case of disturbances affecting British life or property.

Again on the 26th:—

Her Majesty's Government approve of your proceedings as therein reported, in urging on the Yamen the necessity of taking steps with a view to disabuse the public mind of the truth of the charges brought against Christians, whether native or foreign, in regard to the bewitchment of children, their abduction, or the mutilation of their corpses.

The outbreak of war between France and Prussia became known at Tientsin in the third week in July. On the 24th October Lord GRANVILLE wrote to Lord LYONS, Her Majesty's Ambassador at Tours:—

M. Tissot has been directed by the French Government to ask me what Her Majesty's Government thought of the present state of affairs in China, with reference to the refusal of the Chinese Government to comply with the demands of M. Rochechouart, the French Chargé d'Affaires.

I explained to him generally the nature of the instructions given to Mr. Wade, with which your Excellency is acquainted; that he was authorised to facilitate the withdrawal of any British subjects from Tientsin and other places which, during the winter, could not be approached by water, if they desired to depart; that we had, moreover, arranged for sending out as a reinforcement to the British squadron a body of 300 marines, and that Mr. Wade and the British admiral had been authorised to apply to the commanding officers in Japan and at Hong Kong for a detachment of infantry if they should jointly be of opinion that such a measure was required for the defence of Shanghai. These measures, I said, had been taken with a view to protection against any pressing and immediate danger, but we reserved any further instructions with reference to what had taken place at Tientsin until we learned the result of the diplomatic negotiations in progress.

I further said that during the three months that had elapsed since the massacre, merchants and missionaries had continually expressed great alarm for the safety of foreigners in China, but that Her Majesty's Representative and Admiral, although alive to the possibility of danger, were not equally alarmed; and that it would seem that the French Chargé d'Affaires, who at first acted with great calmness and judgment, had at a later period been somewhat precipitate in his demands.

A private telegram had, however, arrived, which seemed to show that reparation had been made by the Chinese Government.—I am, &c.,
(Signed) GRANVILLE.

On the 12th December Lord GRANVILLE wrote again to Mr. WADE:—

I have received from Mr. Consul Hughes a copy of his despatch to you respecting the imprisonment of unoffending native Christians at Wooching, and I have to instruct you to call the serious attention of the Chinese Government to the matter.

In reply to the communication from the Shanghai Chamber of Commerce, the following letter was addressed to the chairman:—

Foreign Office, December 28, 1870.

SIR,—In reply to your letter of the 30th of September, I am directed by Earl Granville to state to you that the instructions as to the course to be observed by British naval officers in China, for the protection of British interests, have been misapprehended.

The general purport of those instructions was that Her Majesty's naval forces are only actively to be employed in China for the protection of British life and property, when actually imperilled by acts directed against them by Chinese authorities, or by the violence of the Chinese populace, which those authorities might be unable or unwilling to control; and although it is not expressly stated, yet it is clearly to be inferred from the tenour of the instructions that it would be consistent with their spirit and with the policy of Her Majesty's Government, that the Senior Naval Officer on the spot, if satisfied that an attack on the British Settlement at any of the ports, and especially at Shanghai was imminent, should disembark and maintain on shore, till the danger was passed, a body of marines, which, however, it would be desirable, if possible, to relieve daily or frequently from the ships.

I am to add that it appears from despatches received from Mr. Wade that he had arranged with Vice-Admiral Sir H. Kellett, on the 25th of September last, for marines to be landed from Her Majesty's ships, should occasion require it, in accordance with these views of Her Majesty's Government. The Admiral will dispose the force under his orders in the manner best calculated, in his judgment, to afford adequate

protection at the several ports; and if the reinforcement of marines which has been sent to him should not be considered by him sufficient, he is authorised, in concert with Mr. Wade, to apply to the commanding officers of Her Majesty's forces at Hong Kong and in Japan for a detachment of troops.

Her Majesty's Government, however, cannot too earnestly caution all Her Majesty's subjects in China, and more especially those connected with religious societies, scrupulously to abstain at this period of excitement from any proceedings which may be calculated to bring them into collision with the Chinese authorities or people, or to encourage disorder by the manifestation of suspicion or alarm, to overt acts of disorder and violence. Her Majesty's subjects may be assured of the interest taken by their Government in the security of their persons and their property; but, on the other hand, Her Majesty's Government feel that they may require of British subjects to refrain from any proceedings likely to be misunderstood by the Chinese, and so imperil both.—I am, &c.,
(Signed) E. HAMMOND.

On the following day Lord GRANVILLE wrote to Mr. WADE:—

Although the immediate danger by which the maintenance of friendly relations between foreign nations and China was threatened may, it is to be hoped, be considered to be removed by the satisfaction tendered to, and accepted by, the French Chargé d'Affaires in atonement of the massacre of French subjects at Tientsin in the month of June last, yet it is impossible for Her Majesty's Government to accept the tardy and reluctant consent of the Chinese Government to do justice in a case in which the feelings of all Christian nations were so enlisted, as sufficient to efface the displeasure which they have felt in regard to these matters.

You will state to Prince Kung that Her Majesty's Government are anxious to maintain friendly relations with China, but that it will be impossible for them to do so unless the same anxiety is shown on the part of the Chinese Government. For Her Majesty's Government cannot shut their eyes to the serious consequences which any interruption of friendship between the two countries would involve, and they would earnestly press the Chinese Government to co-operate with them in averting them.

They do so with the more confidence because they feel assured that if the Chinese Government will only exert the power and influence which it possesses, there will be no difficulty in preventing the recurrence of such disasters as those which have lately caused so much irritation in the minds of foreigners, and which have twice threatened to render the continuance of the foreign Legation at Peking incompatible with the honour and interests of their Governments. But you will explain to the Chinese Government the full importance of their withdrawal, and the consequences to which such a state of things would be but too likely to lead; and you will deduce from such explanation the importance of watching over the safety of the foreign community, repressing the illegal conduct of local authorities, and punishing disorder committed by the lower classes; of strictly observing the provisions of Treaties and promptly redressing wrongs done in violation of them, as affording the surest and most effectual guarantee for peace between China and foreign nations, and the development, to their common advantage, of a healthy and lucrative commerce.—I am, &c.,
(Signed) GRANVILLE.

Prince KUNG's letter to M. de ROCHECHOUART, recapitulating the terms of indemnity, runs thus:—

October 18, 1870.

I have had the honour to receive from your Excellency, with reference to the events at Tientsin, a despatch expressing the indignation and pain which they had produced. To this document was appended a list of victims.

The news of misfortunes so unexpected was for us a cause of great affliction.

For many years China and France have been on friendly terms; no one expected such a catastrophe. Even now we are overwhelmed with confusion and sorrow.

It has been decided that a sum of Tls. 25,000 shall be paid as indemnity, which, in pursuance of the decisions of the Department of Finance, your Excellency will receive from the Administration of the Customs of Kiang-nan and Koang-Tong for subsequent division, in conformity with the appended account, among the families of the Consul Fontanier, of the other officials, and of the merchants. The Church will receive what is due to it.

On the 12th inst. your despatch reached me, informing me that the material losses sustained by the religious establishments and others amounted to the sum of Tls. 210,000. The Hou-pou has already decided that the payment of this reimbursement shall be made by the Maritime Customs of Tientsin.

Such is the object of the present communication.

DIVISION OF INDEMNITIES GRANTED.

	Tael.	Tael.
Consul Fontanier	30,000	
The Chancellor S. Simon	20,000	
The Chancellor J. and M. Thomassin	50,000	
M. de Challemaison, merchant	10,000	
M. de Challemaison... ..	10,000	
		120,000
For the Church		130,000
Total		250,000

The book concludes with a note, in which Lord GRANVILLE expresses his approbation of Mr. WADE's conduct throughout the circumstances consequent on the massacre in the following terms:—

The full accounts which have been received from you of the lamentable massacre at Tientsin and of the subsequent state of affairs in China, have enabled Her Majesty's Government thoroughly to appreciate the

gravity of the situation, and the exceptional difficulties of your position as Her Majesty's Chargé d'Affaires during such a crisis in the relations between China and foreign Powers.

I have now, therefore, the greatest satisfaction in informing you of the entire approval by Her Majesty's Government of the tact and discretion which have marked your proceedings, and of your efforts to allay the apprehensions and secure the safety of the British community in China, as well as to impress upon the Chinese Government the necessity of such a strict observance of their Treaty engagements as may insure the future maintenance of the friendly intercourse with other countries in which the political and commercial interests of the Empire are so greatly concerned.

"UNDER THE DRAGON'S FOOTSTOOL."

Such is the title under which Mr. Ross Browne has contributed to the *Overland Monthly Magazine* the narrative of his diplomatic "experiences" at the Court of Peking, alluded to in our last issue, while noticing the same gentleman's "manifestations" in a San Francisco paper. How we have been disappointed with this effusion may be guessed from this extract from Mr. Browne's exordium in his new medium:—

Never was the public mind better prepared for a new sensation than during the winter of 1867-8. The foreign market had apparently been exhausted of its novelties. Mr. Phineas Barnum was resting upon his laurels. The Japanese jugglers had completed their performances. Mr. George Francis Train was in prison. Another visit from the Prince of Wales was not anticipated. No new Kossuth was advertised; and no popular vent seemed available for the pent-up hospitality of a generous nation.

In the midst of this depressing quietude, a thrilling rumour reached us; strange and doubtful at first, but soon swelling into a sublime diapason of exultant strains. The ancient Empire of China had risen from its dead sleep of ages, brushed away the cobwebs from its eyes, yawned in dreary wonder at the mushroom growth of nations around it, and now, under the inspiration of a generous policy, was tapping at the doors of Christendom, and asking to be admitted into the cheerful family of adolescent Powers.

Having entered on his subject in this style (which wants nothing of Artemus Ward's except his peculiar humour and his odd spelling), Mr. Browne proceeds to describe his countrymen's idea of the duties to which he was appointed:—

An American Minister to China may write or speak what he pleases, when or where he pleases, provided it be what the popular voice at home pleases. It need not necessarily be true, but it must be acceptable. No Minister who desires to retain his position, or the approval of his Government, is permitted to see any facts not expressly prepared by Providence under the supervision of the Department of State, entertain any opinions not endorsed and warranted by the party in power, or arrive at any conclusions which do not pander to the self-conceit or subserve the pecuniary interest of a sensational press, or the blind assumptions of an unreasoning public.

The little bit about "a sensational press" and an "unreasonable public" comes with a strange grace from the author of the following rhapsody:—

Addressed to a people surcharged with humanity and overflowing with brotherly love, mercurial and sympathetic, yearning to fold all mankind in a fraternal embrace, the affectionate assurances of regard given by the Embassy at San Francisco were received with acclamations of approval.

The reception given to the Chinese Embassadors (as Mr. Browne calls them) in New York must certainly have somewhat startled the propriety of the Oriental mind, when, as Mr. Browne tells us—

Several hundred bewitching females, under the charge of General Spinner, rushed from their desks and surrounded the dazzled and bewildered mandarins, who had never seen such a display of gushing beauty, untrammelled by conventional prejudices, in all their experience at the city of Peking.

But the great event of the times was the introduction of the Embassy to the President of the United States. Mr. Secretary Seward, in virtue of his office, was supposed to have contrived all the diplomatic paraphernalia. It is even hinted that he had prepared the President's speech. Certainly that production bears the peculiar impress of his genius. The Embassy was fortunate in seeing the President at all.

The *entree* of the mission was a success. Forth flashed the inspiring intelligence over the electric wires. Streams of champagne and sentiment had scarcely ceased to flow on the Pacific Coast, when the Atlantic States caught up the glorious hosanna of fraternity, and repressing with railroad speed, and young America sat on top, waving the star-spangled banner, and shouting, in exultant tones, Hail Columbia.

But a treaty was necessary. The public clamoured for some tangible results. The fraternal relations so happily established between the Dragon and the Eagle must be cemented according to international usage. So a new treaty was made—or rather new articles containing old principles were added to the old treaty. What mattered it that nobody understood the object or the meaning? Commonplace diplomacy could make commonplace treaties intelligible to the ordinary understanding; but it required very uncommon diplomacy to make a treaty which might mean anything or nothing as occasion might require.

Diplomacy has been explained as the art of concealing the truth. If there was anything concealed in these articles of the least practical value either to China or the United States, it was done with marvellous skill, for the fact has not yet been discovered.

Almost simultaneously with the treaty came those sumptuous banquets at New York and Boston, in which the bewildered mandarins were submerged in rivers of wine, wit, and sentiment.

Ample justice was done to the memory of that unfortunate Boston lunatic, who, assuming that the earth revolved daily on its axis, proposed to go to China by going up in a balloon and waiting till China came round, then letting off the gas and dropping gently down; for had not this grand conception been realised? Had not China come round to us?

Even beauty and innocence paid homage to the native emissaries of the Imperial Dragon; they were ogled, and flattered, and flirted with, in a manner that must have gratified their vanity if it did not move their hearts; and the sentiments expressed on many a festive occasion were smelted through the glowing crucibles of fancy into treasures of amatory verse.

Here is Mr. Browne's account of the causes of his appointment to the Court at Peking, and what it led to:—

Peculiar qualifications were needed for the position of American Minister. It required profound statesmanship and skilful diplomacy. The representative of American interests at that brilliant Court should be a man of imposing personal appearance, enlarged and liberal views, of profound research in ethical philosophy; but, above all, he should be thoroughly permeated with the new policy of conciliation.

The President, incapable of appreciating the humanitarian aspect of the question, nominated for the vacant position a citizen of California, whose chief recommendation was that he was utterly unknown in the political world. So far as common repute went, he had never been convicted of any infamous crime. The only serious charge against him was, that he had contributed some sketchy articles to the periodicals of the day. Had he belonged to the honourable fraternity of hod-carriers, he might have escaped censure because of his calling, but it was urged with some show of reason that there were ex-Senators, Governors, and members of Congress enough to fill the vacancy without descending into the ranks of literature. Our national representatives, it must be confessed, were exempt from this species of degradation. Nobody could fairly suspect them of being addicted to literary pursuits.

Mr. Browne's account of his recall is equally graphic:—

Scarcely had a year elapsed when it was announced that our erratic Minister had once more landed on the shores of America. Like a bad penny, he was back again. A furious tempest was brewing; ominous clouds were gathering on the public brow; from every point reverberated deep mutterings of the coming storm. Willingly would the victim of popular dissatisfaction have sought refuge in the haven of private life, but an outraged and indignant press dragged him forth, and held him up to universal execration. "No sooner was he pitchforked by some strange chance into a diplomatic Mission" (to use the language of a religious journal), than he reversed the enlightened policy of his predecessor; clapped a pistol to Prince Kung's head; called upon that functionary to hurry up with his improvements; put a torpedo under the projected telegraphs and railways, and blew them all sky-high; rebuilt the ponderous walls of China, which had been so adroitly levelled; sold himself to the British, bargained with the French, and then performed the one gratifying act of his official career—came home.

OUR NAVAL FORCES IN CHINA.

(ARMY AND NAVY GAZETTE.)

We last week alluded to the circumstance that our naval forces on the coast of China were deficient in gunboats. This is a fact which cannot be gainsaid, and which is sadly to be lamented when we take into consideration the great interests we have at stake, not only on the large seaboard which extends from Hong Kong to the mouth of the Peiho, but in Japan and among the cluster of islands which constitute the Eastern Archipelago. The matter is really worse than we were at first led to expect. The greater part of the small craft now under the orders of Vice-Admiral Sir Henry Kellett consists of the *Starling* and *Woodcock* class, built in a hurry when we had the prospect of a lengthened war with Russia before us. They were despatched to China, not without some forebodings on the part of those who took upon themselves the responsibility of sending them upon so long and so perilous a voyage. They, however, by good luck, and, we must add, by good management, arrived out in safety, after touching at many intermediate ports on the way. They have, however, from that time to the present moment been a source of anxiety to commanding officers, and the relatives and friends of the *Starling's* crew were lately in a state of grievous anxiety, which was only relieved by intelligence received by the last overland mail. Then, as if to shame us into doing something more creditable to us as the first naval nation in the world, the Russians have on the station a powerful force to which we cannot hold a candle. Who is to blame for this state of matters? Naturally, if the attention of the Board of Admiralty be not directed to the subject by the senior officers who should carry out the behests of their lordships, the latter cannot well be blamed for not recklessly disbursing the public money in opposition to the views of those who should be better informed than themselves, or in the face of returns which appear to be satisfactory; but if, on the other hand, reasonable complaints have been made and passed over unheeded, fault must lie at the door of some one. We are not among those who think odium should be attached to the executive portion of the Admiralty for any shortcomings which may exist on this head. The sea lords, as a rule, are perhaps too much inclined to err on the other side. Their experience has taught them that if we wish our flag to be respected, and if we are ambitious to maintain our supremacy on the ocean, we must have both ships and men, and, as they have not passed an apprenticeship in a manufactory or in a workshop, they are not apt to place that value on money which the thrifty trader does. They are not likely, therefore, to have turned a deaf ear upon remonstrances emanating from a brother officer with whose troubles they can well sympathise. It cannot be denied that under the rule, and especially under the latter part of it, of the late Controller of the Navy there existed a tendency to be satisfied with makeshifts; in short, patch-work, from the moment that Mr.

Barter took office, was in the ascendant, and is still in favour. The public have a right to fix upon the honourable member for Montrose for the beggarly state to which, under his auspices, the naval service of England has been reduced, as he boldly announced the other night in his place in Parliament that he was no storekeeper; but we will allow him to speak for himself:—"Further, he would tell the hon. member for Portsmouth that he had mistaken his (Mr. Barter's) position when he compared it to that of a storekeeper in the Navy. He was responsible for the buying and selling of all naval stores; but that was only a small portion of his duty. He deemed himself responsible to the First Lord for the naval administration of the country." These are big words; and while Mr. Barter remains at Whitehall, we shall not be at a loss for a scapegoat. The absence of Mr. Childers from his office for a sufficient space of time to give him a fair chance of recovering his health cannot materially affect the well-being of the navy, and when he is enabled once more vigorously to discharge the duties of his office, we shall be much surprised, if the state of our flotilla in the China seas be not immediately taken into consideration irrespectively of any opposition which may be raised by the Financial Secretary and his civilian assistants. In the meantime, we would beg leave again to impress upon the new Controller of the Navy that we have nothing in China wherewith to oppose the five heavily-armed and swift Russian gunboats, unless we except the flagship *Ocean* and the despatch vessel *Salamis*. We have performed our duty in opening up the question, and we feel persuaded that Captain Hall will not allow it to drop until he is satisfied in his own mind that we have an efficient force where to be without one would be both neglectful and criminal.

JAPAN—YOKOHAMA.

COMPARATIVE TABLE OF TOTAL EXPORT OF TEA.

	1869-70.	1868-9.	1867-8.
England ...	100,003	489,387	1,253,171
New York ...	8,804,284	8,065,727	6,663,414
San Francisco ...	1,762,848	1,517,525	1,021,947
China ...	—	1,800	73,436
Total ...	10,667,135	10,674,439	9,011,968
	1866-7.	1865-6.	1864-5.
England ...	667,061	988,743	2,506,927
New York ...	5,305,307	5,644,512	1,540,157
San Francisco ...	1,417,396	888,721	935,047
China ...	—	4,586	257,349
Total ...	7,389,664	7,526,561	5,239,480

COMPARATIVE TABLE OF TOTAL EXPORT OF RAW SILK.

	1869-70.	1868-9.	1867-8.
England ...	8,372	8,010	5,463
France ...	5,804	6,156	6,195
America ...	260	799	647
Other Countries ...	—	19	1
Total ...	14,436	14,984	12,306
	1866-7.	1865-6.	1864-5.
England ...	8,656	7,300	9,492
France ...	4,684	4,082	4,479
America ...	123	55	—
Other Countries ...	91	149	2,256
Total ...	13,554	11,586	16,527

THE EXPORT TRADE OF SINGAPORE.

	1869.	1870.
Tin ...	41,365	54,244
Gambier ...	476,639	56,612
Pearl Sago ...	79,261	109,216
Black Pepper ...	98,336	138,463
Sago Flour ...	148,011	161,097
Gutta-percha ...	13,339	33,998
White Pepper ...	25,582	19,088
Coffee ...	31,852	38,909
Sapanwood ...	7,718	5,041
Sugar ...	11,755	1,153
Buffalo Hides ...	13,081	29,888
Mother O'Pearl Shells ...	480	319
Nutmegs ...	1,226	1,698
Mace ...	84	100
Tortoiseshell ...	48	35
Gum Benjamin ...	987	1,196
Gambouge ...	224	232
Sticklac ...	2,778	957
Cocconut Oil ...	365	116
Rattans ...	60,517	78,880
Cowhides ...	1,468	3,898
Buffalo Horns ...	3,982	3,877
Tallow ...	947	1,182
Cutch ...	3,061	10,943
India-rubber ...	7,064	5,554
Dragon's Blood ...	150	120
Camphor ...	3,448	876
Cubebs ...	1,217	1,241
Rice ...	29,897	50,511
Tea ...	—	2,211
Cassia ...	540	2,430
Dammar ...	4,326	6,649
Teelseed ...	6,728	8,936
Cloves ...	257	44

EXPORTS FROM MANILA, CEBU, AND ILO FOR 1870.

Same time in 1869.	Total.	San Francisco.	China and Sing. Straits India & Cey.	Australia.	Continent.	United States.	Great Britain.	PRODUCE.
705,056	824,086	65,608	11,023	45,307	36,915	287,887	376,701	Manila ...
118,517	114,809	—	—	400	—	114,409	114,409	Cebu ...
277,508	312,370	—	69,100	68,781	—	16,750	157,649	Ilo Ilo ...
1,101,081	1,251,215	65,608	80,813	114,488	36,915	304,637	648,759	Total
68,818	78,201	4,100	5,051	7,156	2,307	19,040	40,547	Manila ...
334,934	405,852	15,900	882	5,488	244	293,418	88,718	Cebu ...
90,266	81,062	—	—	5,796	—	34,300	40,966	Ilo Ilo ...
1,148	1,046	—	—	150	—	—	1,496	Total
496,348	488,600	15,900	882	11,434	244	327,718	131,180	Manila ...
26,647	30,555	994	55	715	15	20,493	8,199	Cebu ...
42,310	34,118	2,902	2,303	284	9,354	34	19,183	Ilo Ilo ...
2,553	11,312	389	8,265	49	—	21	29	Total
195,110	176,908	—	158,300	—	1,050	4,972	11,642	Coffee ...
8,233	4,857	—	762	—	—	2,418	348	Cordage ...
2,141	4,108	—	325	—	—	3,590	183	Sapanwood ...
3,078	3,023	—	—	—	—	727	2,296	Buffalo Hides ...
6,204	11,033	—	—	—	—	4,419	10,883	Do. Cuttings ...
4,203	5,692	—	—	—	—	1,331	994	M. O. P. Shell ...
178,519	136,680	—	—	—	—	—	21,000	Gum Mastic ...
86,148	75,839	315	27,113	5,663	115,680	—	6,769	Tobacco Leaf ...
1,180	1,046	—	60	—	1,163	—	986	Cigars ...
9,481	53,678	—	53,678	—	—	—	—	Tortoise Shell ...
		—						Rice and Paddy

EXPORTS FROM BANGKOK IN 1868, 1869, AND 1870 TO CHINA AND JAPAN.

	Benjamin. Pla.	Cardamums. Pla.	Hides. Pla.	Horns. Pla.
Total to Dec. 31, 1870	—	1777	3923	292
Do. do. 1869	—	1978	9521	223
Do. do. 1868	—	1056	4021	264
	Pepper. Pla.	Rice. Pla.	Sapan Wood. Pla.	Sticklac. Pla.
Total to Dec. 31, 1870	21243	1926283	74130	10
Do. do. 1869	17490	987404	69645	249
Do. do. 1868	19638	917316	51727	—
	Sugar. Pla.	Teel Seed. Pla.	Paddy. Pla.	
Total to Dec. 31, 1870	51130	22719	13882	—
Do. do. 1869	44156	14276	17846	—
Do. do. 1868	65390	17677	7354	—

TO SINGAPORE, INDIA, AND JAVA.

	Benjamin. Pla.	Cardamums. Pla.	Hides. Pla.	Horns. Pla.
Total to Dec. 31, 1870	163	484	14639	1955
Do. do. 1869	97	1114	6509	875
Do. do. 1868	200	546	1758	1636
	Pepper. Pla.	Rice. Pla.	Sapan Wood. Pla.	Sticklac. Pla.
Total to Dec. 31, 1870	3457	505545	4185	3256
Do. do. 1869	—	809880	5661	8408
Do. do. 1868	—	383309	5680	5957
	Sugar. Pla.	Teel Seed. Pla.	Paddy. Pla.	
Total to Dec. 31, 1870	42735	18289	7119	—
Do. do. 1869	44018	11890	1249	—
Do. do. 1868	33092	17956	8176	—

TO EUROPE AND AUSTRALIA.

	Benjamin. Pla.	Cardamums. Pla.	Hides. Pla.	Horns. Pla.
Total to Dec. 31, 1870	22	—	495	1318
Do. do. 1869	44	—	196	355
Do. do. 1868	194	—	—	90
	Pepper. Pla.	Rice. Pla.	Sapan Wood. Pla.	Sticklac. Pla.
Total to Dec. 31, 1870	5	142492	1628	—
Do. do. 1869	1452	891063	9787	93
Do. do. 1868	201	760711	14062	668
	Sugar. Pla.	Teel Seed. Pla.	Paddy. Pla.	
Total to Dec. 31, 1870	7431	18733	1593	—
Do. do. 1869	10449	25104	4243	—
Do. do. 1868	6631	17718	—	—

TO AMERICA.

	Hides. Pla.	Rice. Pla.	Sapan Wood. Pla.	Sugar. Pla.	Paddy. Pla.
Total to Dec. 31, 1870	...	...	...	...	...
Do. do. 1869	70	24518	100	5704	600
Do. do. 1868	...	19093	...	1180	...

EXPORTS FROM PENANG IN 1869 AND 1870.

	1869. Piculs.	1870. Piculs.
Tin	52,311	32,807
Sugar	78,750	51,123
Black Pepper	78,330	75,918
White Pepper	2,177	2,179
Cutch	4,038	6,753
Gutta-percha	81	1,696
India-rubber	1,564	96
Hides	13,120	12,970
Horns	946	727
Nutmegs	866	971
Mace	1,038	149
Cloves	306	205
Gum Benjamin	1,364	1,132
Cassava Flour	1,448	5,704
Tapioca	20,128	13,439
Rattans	12,109	410
Rice	19,939	...
Rum	100,023	5,889
Tobacco	2,317	778
Coffee	315	13
Fish Maws	568	1,079
Tortoiseshell	168	178
Dragon's Blood	49	8
Essential Oil	816	822
Sticklac	40	...
Green Snail Shells	86,531	108,013

TEA CARGOES EXPECTED.

Date. 1871.	Ship.	From	Cargo. lbs.
Jan. 4	Great Northern (s.)	Hankow	168,300
Aug. 15	Jas. Wishart	Shanghai	1,064,862
" 20	Juanpore	"	536,707
Oct. 22	Oarricks	"	1,190,700
" 23	Alice	"	874,700
" 28	Taffelsh	"	1,089,400
"	Jumna	"	1,098,200
Nov. 3	Hindustan	"	1,142,200
" 24	Tybertha	"	1,183,900
" 28	Queen of the Age	"	1,020,900
" 30	Dundonald	"	665,300
Dec. 30	Jason	"	1,046,700
Oct. 24	Margaret Falconer	Foochow	498,000
Nov. 2	Taitting	"	1,069,800
" 15	Aurora Australis	"	652,900
" 17	Borealis	"	1,260,500
Dec. 8	Brockham	"	1,421,100
" 14	Minnie	"	544,800
" 22	Harrington	"	723,700
" 23	Evelyn	"	955,800
" 31	M. M. Jones	"	368,000
" 31	Windermere	"	654,900
Nov. 24	John Lidgett	Canton	971,600
"	Seabird	"	10,000
Dec. 8	Fair Leader	"	500,900
" 24	Corea	"	682,700
" 25	Kate Carnie	"	764,000

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

GWYTHYR—On the 18th Feb., at Meadowcroft, Lower Sydenham, the wife of I. Howard Gwyther, Esq., of a son.
LAYCOCK—On the 20th Feb., at Kenley, Surrey, the wife of Henry Laycock, of a son.
VAN POLSBROEK—On the 16th Feb., at the Hague, the wife of de Graaff van Polsbroek Royer, of a daughter.

MARRIAGES.

CARROLL—WARD—On the 15th Feb., at St. James's Church, Gravesend, by the Rev. J. Joyce, Charles Carroll, Her Majesty's Vice-Consul, Foochow, China, to Eleanor, eldest daughter of John R. N. Ward, of Gravesend.

DEATHS.

DONOVAN—On the 9th Jan., at Hong Kong, Edward Cooke, third son of Dr. Donovan, of 44, Manor-road, New-Cross, aged 30.
HIRSCHFELD—On the 11th Feb., at Hamburg, Mr. Ferdinand Hirschfeld, aged 41.
WOOLLEY—On the 9th Dec., 1870, at Yokohama, Japan, after a few hours' illness of virulent smallpox, Sidney, third son of George Boyle Woolley, The Eagles, Hackney, aged 36.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps has attained by his homoeopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—JAMES EPPS & Co., Homoeopathic Chemists, London.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—Feb. 20, off Dungeness, from Java, Nicolaas Witsen; 21, in Brouwershaven Roads, from Padang, Magdalena. 24, from China, Achilles (str.); 22, at Zierikzee, from Batavia. Zuid Holland; 23, at Brouwershaven, from Batavia, Henrietta Adriana; 24, at London, from Colombo, General Caulfield.

LAI'D ON.—London, for Singapore, Star of the South; at Liverpool, for Singapore, Fort Regent, Peruvian.

CASUALTIES.—Advices from Rotterdam, dated Feb. 24, state that the Duisburg (Germ. ship), from Java, was aground between Brouwershaven and Helvoet; the cargo was being transhipped into lighters.

DEPARTURES.—Feb. 22, from Cardiff, for Hong Kong, Glamorgan-shire; 23, from Shields, for Ceylon, Stockbridge; 24, from London, for Singapore, Hong Kong, and Shanghai (via Suez Canal), Vanguard (str.); 20, from Sunderland, for Singapore, Imogene; 23, from Cardiff, for Shanghai, Red Deer; for Hong Kong, Joseph Clark, Rosalie, 22, from Texel, for Batavia, Admiral v. Wassenaer, Dutch man-of-war; 25, from London, for Singapore and Hong Kong (via Suez Canal), Kangaroo (str.); 22, from Glasgow, for Ilo Ilo, Monsoon; 24; from Liverpool, for Hiogo, Bertha Marion; 21, from Shields, for Singapore, Jacoba Helena; 25, from Liverpool, for Colombo, &c. (via Suez Canal), Historian.

SPOKEN.—P. W. T. N. (Dutch), Bali to Amsterdam, 80 days out, Jan. 15, 13 S., 9 W.; Becherdass Ambaidass, from Batavia, Dec. 25, 30 S., 37 E.; Tycoon, Singapore to London, Jan. 19, 7 S., 16 E.; Fowler (Eng.), bound to Hong Kong, Dec. 15, 32 N., 22 W.; Min, Japan to London (?), Jan. 8, 21 S., 4 E.; Panic, Liverpool to Singapore, Jan. 21, 1 N., 20 W.; Jas. Wishart, Shanghai to London, Jan. 25, 4 N., 21 W.; Norham Castle, Clyde to Singapore, Feb. 9, 40 N., 15 W.; Golden Spray (ship), London to Shanghai, Feb. 22, 49 N., 5 W.; Johannes, Java to Amsterdam, Dec. 13.

MISCELLANEOUS.—At Aden, Feb. 9, Sanspareil (str.), Robertson, sailed for Singapore. The arrival of the Nestor (str.), from Shanghai, &c., (via S.O.), reported in our last issue, was incorrect.

PARLIAMENT.

HOUSE OF COMMONS.

THE CHINA AND JAPAN CONSULAR REPORTS.

Mr. WHITE asked the Under-Secretary of State for Foreign Affairs when the remaining portion of the China and Japan Consular Reports for the year 1869 would be issued, and if arrangements could be made for their earlier publication; and when the Consular Reports from Saigon, Batavia, Sarawak, Bangkok, and Manila would be issued.

Lord ENFIELD (Under-Secretary for Foreign Affairs): The only China returns for 1869 which have not yet been published are those from Shanghai and Taiwan, which were received after the close of the Session, in September and December. They are now in the printer's hands. (See "China," No. 12, 1870.) All the Japan reports and returns have been published. (See "Japan," No. 4, 1870.) The returns and report from Bangkok (our only station in Siam) were also laid last Session. (See "China," No. 7, 1870.) The reason of the delay in publishing some reports is that it has been the custom to lay them before Parliament first, and to keep over those which arrive too late to be laid till the next Session. No Consular reports for the last two years have been received either from Saigon or Batavia; the former is an unpaid post, and at the latter there is a trading consul, and their communications with the Home Government are not quite so punctual as would be expected from salaried officers. The last commercial report from Sarawak was printed in September, 1869, and from Manila, in April, 1870. There has been hardly time to receive last year's report from the Manila Consulate.

POSTAGE VIA BRINDISI.

Mr. MAGNIAC asked the Postmaster-General whether he would endeavour to procure from the foreign Governments through whose territory the mails for the East *via* Brindisi have to pass a reduction in the present heavy postal charges.

Mr. MONSELL (the Postmaster-General) said the transit rates referred to were payable to the Governments of Belgium, North Germany, and Italy. Those payable to the North German Post-office were fixed by a convention concluded as recently as last April, and those payable to the Italian Government were settled only the other day. None of the rates charged were considered excessive, and as they had been so recently fixed he feared nothing would be gained by asking for a reduction at present. (Hear, hear.)

THE GULF OF MANAAR.—ADAM'S BRIDGE.

(24th.) Sir J. ELPHINSTONE rose to call the attention of the House to the necessity of cutting through Adam's Bridge and thereby obviating the necessity of circumnavigating the Island of Ceylon. The subject was one of the greatest commercial importance, and it had been brought several times under the notice of the Indian Government. A committee, over which he had had the honour to preside, which sat in 1863, had recommended that the Indian Government should cut a navigable canal through Adam's Bridge, with a view of shortening the present route to the Bay of Bengal by 363 miles, but, from that time to the present, no steps had been taken in the matter. That the trade which would be benefited by the execution of the proposed works was not an unimportant one was shown from the fact that it had increased from 70,000 tons in 1829 to 200,000 in last year. Having twice visited the locality he was in a position to say that no difficulty whatever would have to be encountered in executing the proposed works. The opening of the Suez Canal had occasioned the Indian trade to be carried on almost entirely by steam vessels, and in the course of two or three years not a single sailing vessel would be engaged in the traffic. The Colonial Government at Ceylon had determined to make a large and deep-water harbour at Colombo, and if the proposed canal were cut there would be a saving of 250 miles

between that port and Madras. The navigation of Gulf Mauaar was the safest in the world, and it appeared from the annual reports of the India Presidencies, which, from the clear and ample manner in which they treated all Indian questions, he should be glad to see in the library of the House, that in the course of last year 2,222 vessels passed through the existing channel, through Adam's Bridge, of which, although they were navigated by natives, only two were lost. What he now proposed was that the Indian Government should cut a canal 500 yards in width through a promontory in the Madras Presidency, for a distance of two miles and a half, the height of the land being twelve feet, at an estimated expense of £91,000, whereby a magnificent harbour, containing sixteen miles of smooth and deep water, would be obtained. Last year 117,000 bales of cotton were shipped at very great risk and expense, whereas if the harbour to which he was referring were constructed the ships could load at jetties along the shore, to which the cotton could be conveyed by means of a short branch line of railway. The province of Madura, in the Madras Presidency, was extremely rich in cattle, sheep, and other produce, but the harbour at Point de Galle, by which it must at present be approached, was one of the most incommensurable that could be found on any coast. The Madras Presidency had already eighty-nine miles of canals, one, of nine miles in length, having been recently constructed for the purpose of connecting Madras with the great rice producing district of Pennair, but the Indian Government would not incur the expense of making the two and a half miles of which he was speaking, because the opening of such a canal would be an Imperial question, and ought, in their opinion, to be defrayed out of the Imperial funds. As the making of the canal would save vessels making the voyage to Calcutta 730 miles of sailing, shipowners would be willing to pay a very handsome toll for the privilege of passing through the canal, and so the work would be self-supporting. He desired further to say a few words in regard to another question connected with maritime matters on the coast of India. It had been stated that there were forty lighthouses on the coast of India, extending from the Persian boundary at Beloochistan to the limits of the kingdom of Siam at Tenasserim, a distance of 4,000 miles, but to his own knowledge there were thirty points between Bombay and Cape Comorin where lighthouses were so much wanted that ships had to make much longer passages and to run far greater risks than would be the case if the shore was properly lighted. Having sailed along 1,200 miles of the coast of India in the course of last year, he could say that there was no civilised country in the world worse off for necessary coast light and harbour accommodation. If the channel had been in the hands of M. de Lesseps, he would have done in nine months what the Government of India has taken as many years to accomplish. By means of the dredges used by M. de Lesseps on the Suez Canal, the great rivers of India might be rendered navigable and useful for the purposes of carrying the inland produce to the coast for shipment during the whole year, instead of during a part of it only, as was the case at present. The business of making harbours in India was in so backward a state that there were not to be found on the whole Continent harbour works of equal magnitude with those which had been constructed by private enterprise at Grimsby, on our own coast. (Hear, hear.) To sum up his object in bringing this question forward, it was to save the mercantile marine of Great Britain from the expense of 700 miles more of sailing than was necessary in making the voyage to Calcutta, and from the risk of sailing round one of the most stormy and disagreeable promontories in the world. (Hear, hear.)

Mr. J. B. SMITH supported the view taken by the hon. member, and said the question was one of so great importance that the Indian Government could not much longer avoid the necessity of looking into it.

Mr. EASTWICK was surprised that so little had been done by the Government to carry out the recommendations of the Committee of 1862 in reference to this among other Indian questions. One of the great advantages of carrying out the recommendations of the hon. baronet was that it would encourage the coasting trade, and a still greater advantage would be found in the fact that the scheme would involve and include the construction of a new harbour near the coast, which harbour would be found of almost incalculable advantage in case of war breaking out in that part of the Queen's dominions.

Colonel SYKES, in face of the very great advantage which would be secured at a comparatively small cost by carrying out the plan which had been laid before the House, hoped Her Majesty's Government would take the matter in hand.

Mr. GRANT DUFF (Under-Secretary for India) did not doubt the advantage which would be gained by having a deep water channel between Ceylon and the coast of India, but the first question was who was to construct it. (Hear.) The Government of Ceylon had not hitherto considered its subjects sufficiently interested in the matter to make it any part of its duty to expend the very considerable sum of money that would be necessary in order to carry out the work. If any channel were to be made for the purposes to which the hon. baronet alluded, was it to be made by the Imperial Government? The Imperial Government had refused to have anything to do with the matter. Its Admiralty said it was possible that some advantage would be derived to large ships by the making out of the route suggested by the hon. baronet, but with regard to ships of war, it was perfectly clear that route would have no value, because they had always been accustomed to touch at Trincomalee. The hon. baronet, perhaps, was aware that for the last forty-two years the Indian authorities had been paying considerable sums for deepening the channel through the Straits. The hon. gentleman was aware, he believed, that a very large amount of Indian shipping now went through that channel. He was further aware that if the Government were to alter their plans, and adopt the plan which he now proposed, the whole of the money that had been spent in deepening that channel would be completely thrown away. The Government, as at present advised, had no intention of throwing over the plans upon which they had hitherto been working. Passing from that subject to the much larger subject to which the hon. baronet referred—the question of lighthouses and other mari-

time improvements on the Indian coast—Mr. Grant Duff was very far from denying that there was an immense deal to do on the Indian coast with reference to that subject. But when the hon. baronet compared the harbour works in India with the harbour works in this country, he should remember the different amount of capital that was expendable for such purposes in India and in England. He could not give the hon. baronet much hope, but he could assure him that the Indian Government would devote their attention as much as possible to the improvement of the harbours and lighthouses around the shores of India.

DIPLOMATIC AND CONSULAR SERVICES.

On the motion of Mr. BOUVIER, a select committee was appointed to inquire into the Diplomatic and Consular services and their maintenance on the efficient policy required by the political and commercial interests of the country.

NAVAL AND MILITARY.

Commander T. M. Maquay (1867) has been appointed to the command of the Ringdove, vacant by the accidental drowning of Commander Brooks. Commander Maquay proceeded to China by the last mail. The Lords of the Admiralty have approved of the promotion (by Sir Henry Kellett) of Lieutenant R. L. Byng and Sub-Lieutenant E. Chichester, of Her Majesty's ship Ocean, to the rank of Commander and Lieutenant respectively.

We believe the first step towards increasing the China squadron will be the commissioning, in a few weeks, of the Endymion, screw frigate, 21 guns, 2,486 tons burthen, 500-horse power, for that station. The Endymion is now at Portsmouth.

A paragraph in the Army Estimates states that the Ceylon Rifle Corps will be reduced by two companies on the withdrawal of the troops from Labuan, which are to be replaced by a police force.

LIST OF HER MAJESTY'S VESSELS ON THE CHINA AND JAPAN STATIONS.

UNDER THE COMMAND OF VICE-ADMIRAL SIR HENRY KELLETT, K.C.B.

Vessel's Name.	Horse power.	Commanding Officer.	Tonnage	No. of Guns.	Complement of Officers & Men.
JAPAN.					
Barossa ... screw	400	Capt. L. J. Moore ...	1469	17	275
Cockchafer ...	60	Lieut. S. S. Smith ...	226	1	40
Elk ... dble. screw	120	Commander A. G. Wootton	465	4	71
Ringdove ... screw	160	Commander T. M. Maquay	580	3	150
Sylvia ...	150	Comdr. H. C. St. John	695	5	107
NORTH CHINA.					
Avon ...	120	Commander R. E. Tracey...	467	4	71
Banterer ...	60	Lieut. Cecil F. W. Johnson.	238	2	40
Dove ...	60	Lieut. M. J. Dunlop ...	233	2	40
Dwarf ... dble. screw	120	Commander C. F. Walker ...	465	4	71
Firm ... screw	60	Lieut. J. Hext ...	235	1	40
Grasshopper ...	60	Lieut. H. L. Ryder...	232	3	40
Hornet ... dble. screw	120	Commander D. G. Davidson	464	4	71
Leven ... screw	80	Lieut. Arthur Whish ...	300	3	50
Midge ... dble. screw	120	Commander C. C. Rising...	464	4	71
Zebra ... screw	200	Comdr. Hon. A. D. S. Denison	951	7	175
SOUTH CHINA.					
Algerine ...	80	Lieut. Hon. F. G. Crofton ...	293	3	50
Bouquer ...	60	Lieut. R. M. Lloyd ...	236	2	40
Icarus ...	150	Commander Lord C. Scott ...	580	3	130
Melville ... dble. screw	—	—	178	—	—
Nassau ... screw	150	Comdr. William Chmno.	695	4	98
Ocean ...	1000	Capt. W. N. W. Hewitt, V.C.	4017	24	615
Opossum ...	60	Lieut. John Hope ...	235	1	40
Princess Charlotte	—	Commodore F. H. Shortt ...	2443	12	195
Rinaldo ... screw	200	Capt. Geo. Robinson ...	951	7	175
Salamis ... p. dble	250	Lieut. Herbert Dolphin ...	835	2	75
Teazer ... dble. screw	120	Commander R. M. Blomfield	464	4	71
Thistle ...	120	Commander H. K. Laet ...	465	4	73

* Hospital ship.

† Tender for surveying service.

‡ Flag ship.

MISCELLANEOUS.

THE REV. JOHN SCARTH, formerly of China, has been presented by the Crown to the vicarage of Holy Trinity, Milton next Gravesend, where for three years he was curate. Connected with the parish the St. Andrew's Waterside Mission has become well known as a great boon to many of the sailors and emigrants who leave the Thames, supplying them with books, &c., gratuitously. No doubt this work will be carried on with full force under the new vicar, and we wish him all success.

In the American Senate on the 6th instant a Bill was introduced by Mr. Corbett, of Michigan, the object of which is to obtain a charter for the incorporation of a steamship company to trade in Japan waters, and the name of which is to be the "Japan Steam Navigation Company." After some discussion, the Bill was referred to the Committee of Commerce.

THE *Daily Telegraph* says that great pressure has been put upon Count Bismark from Germany with respect to a demand for Cochin China, but it may be reasonably hoped that the Chancellor will not yield to popular feeling so as to materially alter any part of his programme.

Mr. J. F. LOWDER, H.M.'s Consul at Ne-e-gata, was presented by the Secretary of State at the levee held on Saturday by the Prince of Wales on behalf of the Queen.

A very handsome testimonial has been presented to Mr. Paddle, the assistant manager of the Jerusalem, in the shape of a purse, valued at over £500.

NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.

The applications for the "LONDON AND CHINA TELEGRAPH" from the Straits China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the "LONDON AND CHINA EXPRESS" in those countries. The Subscription is \$10 per annum.

The "LONDON AND CHINA EXPRESS" is published weekly for despatch via Marseilles by the English and French mails, for circulation in China, Japan, Philippines, Cochin China, Siam, Borneo, Java, the Straits Settlements, and Ceylon. Annual Subscription, including postage, payable in advance, \$15.

JAMES WEST, PUBLISHER,
2, COWPER'S-COURT, CORNHILL, LONDON.

The London & China Telegraph.

LONDON: MONDAY, FEB. 27, 1871.

THE DESPATCHES ON THE TIENTSIN MASSACRE.

THE extracts from the "Correspondence Relating to the Massacre of Europeans at Tientsin," just issued in the form of a Blue-book, which we publish in another column, will be read with painful interest, and, we think we may add, with general disappointment at the position which our Government assumed from the commencement of the proceedings which followed on that catastrophe. Up to the publication of the present volume it was the general impression that the indecisive and undemonstrative conduct of Her MAJESTY'S Minister at Peking after the commission of the outrage was entirely due to Mr. WADE's own ideas of "policy." We must own that we shared in that impression, and that we fully expected that the Government had acceded to the representations of the foreign merchants, who met in London, at least so far as to have instructed Mr. WADE to assume a position more consistent with the character of an English Minister, and better calculated to secure the safety of our countrymen in China. But so far from urging Mr. WADE to a more straightforward and dignified course, Lord GRANVILLE appears to have praised him the most when he was doing the least, while the feeble interest which the Foreign Secretary exhibited in the inquiries he instituted concerning Miss O'SULLIVAN, and the utter failure of anything like definite information—as if the subject were merely touched on as a matter of form—will excite a feeling of indignation among all who can sympathise with the survivors of the butchery at Tientsin.

THE SUBMARINE CABLES FOR CHINA.

THE Great Northern Extension Telegraph Company have chartered the steamer *Africa*, of about 2,500 tons, for the purpose of conveying the section of the submarine cable to be laid from Vladivostok (Possietto) to Nagasaki, while the *Great Northern*, expected from China in a fortnight, will take on board the section to connect Nagasaki and Shanghai, about 1,200 miles of cable in all. It is expected that these vessels will be despatched about the 15th April, *via* Suez Canal, calling at Singapore and Hong Kong *en route*. Under favourable circumstances, the cable will be laid down and communication established about the 15th July. As already announced, the land lines through Russia to Vladivostok are now in operation, thus affording a direct chain of communication from London to Shanghai. This Company are also laying a cable from Shanghai to Hong Kong, which will probably be completed on the turn of the monsoon in April.

The Telegraph Construction Company, under contract to the China Submarine Company, have despatched the vessels named in a late number with the cable to connect Singapore and Hong Kong, and this line will, barring accidents, be completed in April. The cable to connect Australia and Java will also be despatched in a few months.

The project started in Hong Kong for connecting Siam, Saigon, Manila, and Hong Kong, the land lines for which were last year despatched to Singapore, is, we believe, likely to be carried out, either on its original footing, or by an amalgamation with another company.

THE GULF OF MANAAR NAVIGATION.

CEYLON, whether we regard its extent, geographical position, or natural advantages, may be regarded as one of the finest islands in the world. If the truth must, however, be told—and it seems as if that time had arrived—the Government and the public of Ceylon seem to be the only people in existence who are insensible of the great natural advantages of their situation. They are so taken up with the cultivation of their fertile soil, and so much divided about the merits of various schemes of projected railways, which are to connect their estates and double the value of very many of them, that they have apparently no time for the development of those of their advantages in which all the rest of the world have an equal interest with themselves. Public works which prove their own necessity by the certainty that they would pay their cost in a few years, besides adding largely to the commercial activity of the island—works which would have been undertaken and carried through by almost every other community as soon as they were pointed out—have been neglected or put aside from considerations of the most timid economy, from time to time, until the demand for them has become imperative, and what the good people of Ceylon cannot be persuaded to perform for themselves, it seems pretty certain that the Imperial Government will feel called upon to do for them. Of course we refer to the long-talked-of navigable canal, which, by a cutting of two or three miles, will shorten the voyage to the Bay of Bengal by 730 miles, and the projected improvements of the harbour at Galle. Both these works, the former especially, can be carried out at a cost in itself trifling compared with the advantages they will confer; but there is no further connection between the two schemes than the illustration they both supply of the chronic apathy of the residents in Ceylon. The Canal claims precedence over the harbour, and we were therefore glad to find that Sir JAMES ELPHINSTONE brought this matter before the House of Commons in the emphatic manner reported in another column; and, from the feeling exhibited by the House on this occasion, we trust that our friends in Ceylon will at length rouse themselves to a sense of the responsibility they incur in shutting out, even for a time, their countrymen from the employment of a short cut which is imperatively demanded by the commerce of the East. It is not to be tolerated that Ceylon should "stop the way" in a matter of so much urgency; and the public of Ceylon will show as little regard for their dignity as for their interests if they allow such a petty amount as £90,000, which is all that is required to make the canal navigable for steamers, to be raised by direct taxation for the purpose, or relegated to the tender mercies of joint-stock enterprise at home, instead of carrying out the work themselves by means of a loan, which, it has been proved beyond doubt, must repay itself in the course of a few years by sheer toll, to say nothing of the collateral advantages the increased traffic would bring.

MAILS VIA BRINDISI.

WITH reference to complaints which have been made of correspondence from China by French mail steamers, marked and stamped *via* Brindisi, reaching this country *via* France, the following reply has been received to a remonstrance addressed to the Postmaster-General. This proves that the delay has been occasioned by the method in which the mails are made up in the Post-office at Hong Kong.

"In reply to your letter of the 15th instant, I have to acquaint you that the newspapers of which you enclosed the covers were received *via* France in a mail from China conveyed by French packet, which arrived on the morning of the 15th instant, and they have, therefore, so far as this office is concerned, sustained no delay.—I am, Sir, your obedient servant,
"F. HILL."

OUR readers will be glad to learn that the long-talked-of railway between the town of Singapore and new harbour is about to be accomplished. The scheme will shortly be brought forward as a company, under the auspices of the directors of the P. and O. Company and other influential parties connected with the different wharves and docks at Singapore. The necessity for this railway has become more manifest since the opening of the Suez Canal. It is intended that the railway, starting from the town, should have its first station at the Tanjong Pagar Dock; the second, at the Wharf of the Borneo Company; and thence be continued through the premises of the P. and O. Company to those of the Patent Slip and Dock Company. It is expected that the work will be completed in twelve months.

We are happy to announce that the Prince HIGASHI FU-SHIMI NO. MIYA, uncle to the MIKADO, and at present the heir apparent to the Throne, has been courteously treated by our Foreign-office. Lord GRANVILLE called upon the PRINCE, and subsequently arranged for his presentation to Her MAJESTY on the 21st inst., together with the Baron von SIEBOLD, who has been engaged in the preliminary arrangements for the PRINCE's studies. The PRINCE and his attendants will shortly leave London for this purpose, and it is probable that his stay in Europe will extend to five years. The Japanese Minister of Finance, ITO, who is now in the United States, with the view of gathering information as to the mode of conducting financial matters in America, has been presented to the PRESIDENT. It is expected that he will visit Europe before returning to Japan.

It will be observed in our Parliamentary intelligence that Mr. WHITE has called the attention of the Foreign-office to the delay in the publication of the Consular Reports from China, &c. These reports are becoming more interesting every year. Our Consuls really seem to vie with each other in giving information which their position enables them to obtain, but which loses half its value by the present system of first forwarding them to Peking, and then being kept at the Foreign-office for months before publication. Mr. MAGNIAC has mooted the question of postage, and we trust the Chambers of Commerce have forwarded Memorials, as we suggested.

In consequence of the favourable reports of the tranquil condition of the China ports received in the recent telegrams from Mr. WADE to the Foreign-office, we understand that orders have been forwarded from the Admiralty to the Naval Commander-in-Chief on the China station to despatch the detachment of Marines, which sailed on board the *Juno* some months since, direct to Yokohama, on the arrival of that vessel at Hong Kong.

THE members of the Delegate Government at Bordeaux have received CHUNG HOW in a favourable manner, and have ordered apartments for him and his suite. Mr. H. O. BROWN, M. NOVION, and M. IMBERT are still with the Mission. The Comte KLESKOWSKI—whom our readers will remember as Chargé d'Affaires at Macao—has also extended his good offices to the Mission.

We understand that Mr. THOMAS DUNMAN, Commissioner of Police, Straits Settlements, and Mr. F. H. GOTTLIEB, Magistrate of Police at Singapore, have each had a further extension of leave granted, until September next, by the Right Hon. the Secretary of State for the Colonies.

THE *Prince Alfred* will sail from Liverpool for Yokohama to-morrow, and will convey thirty railway carriages in addition to the material we have detailed in previous numbers. Further shipments are now in progress, including locomotives and carriages.

We understand that it is intended to make Shanghai a port of registry for British shipping. This will be of considerable service, and add much to the increase of our flag in the North of China, the Yangtze, and Japan.

ANOTHER very valuable report on silk, from the pen of Mr. ADAMS, the Secretary of Legation in Japan, has been issued by the Foreign-office, which we shall notice in our next.

SIR RICHARD GRAVES MACDONNELL, K.C.B., Governor of Hong Kong, at present in England on leave, has been appointed a Knight Commander of the Order of St. Michael and St. George.

Monetary and Commercial.

The report of the Telegraph Construction and Maintenance Company (Limited), to be submitted to-morrow, shows an available balance of £170,646, proposed to be divided as follows:—£44,820, being £1 4s. per share, in cash; and £112,050, being £3 per share, represented by fully paid-up shares in submarine telegraph companies at par, at which they have hitherto been credited to profit and loss account, leaving a balance of £13,776 to be

carried forward, credited to profit and loss account. The contracts in hand for the year 1871 consist of the China Submarine Telegraph Company's cable, to be laid between Singapore and Hong Kong, and the British Australian Telegraph Company's cable, between Java and Port Darwin, Australia. The China cable is all embarked, and the ships are on their way out to submerge it during the month of May. The Australian cable will be duly despatched in time to complete the laying by Christmas next. The shares to be put into trust are understood to consist of French Atlantic, British Indian, Marseilles and Algiers, and British Indian Extension, and the following plan of arrangement is described, which seems well calculated to facilitate the realisation of them on the best terms:—

“With a view to enable a *pro rata* dividend to be made of the share property held by this company now available for distribution, and also to secure by gradual realisation the best price obtainable for the shares, the directors propose to constitute a trust for the benefit of the shareholders now entitled to dividend, and to transfer to trustees on their behalf the £112,050 in fully paid shares above mentioned, each shareholder receiving a certificate to the amount of £3 on each of his shares in this company, and which will entitle the holder of the certificate to a rateable proportion of the produce realised by sale and dividends of the trust shares until all those shares are disposed of. It is proposed that the trustees be restricted for three years from selling any shares under par; the other provisions of the trust deed will be fully stated at the meeting.”

The directors of the Indo-European Telegraph Company (Limited) have issued their report preparatory to the meeting on the 28th inst. It states that the gross revenue of the company amounts to £25,268, and the expenses, including maintenance, to £25,268.

An adjourned meeting of the creditors of Messrs. Liebert and Rogerson, India and China merchants, London and Manchester has been held. Mr. Halliday made a full report of his inspection of the books, and liquidation of the estate was then resolved upon, Mr. Halliday being appointed trustee, with a committee of inspection. According to this decision the estate will be taken out of bankruptcy.

The 1st of March has been appointed by Lord Justice James for hearing the case of the Albert Life Office Reconstruction Plan, prepared by the committee, of which Mr. James Thompson is chairman.

IMPORTS FROM THE STRAITS, JAVA, CHINA, AND ALL PARTS EAST OF INDIA.

From HIOGO and FOOCHOW to LONDON, per *Guinevere*, entered Feb. 18.—From Hio: 5 packages merchandise, 81 bales waste silk—Order; 5 packages merchandise—H. S. King and Co.; 29 packages merchandise—L. Joseph and Co.; 4 packages merchandise—H. Hernson. From Foochow: 6 packages merchandise, 2744 chests 5858 half-chests 10,779 packages tea—Order; 48 packages tea, 6 cases ginger, 20 packages curiosities—Captain.

From FOOCHOW to LONDON, per *Whiteadder*, entered Feb. 20.—3528 chests 11,036 half-chests 631 boxes tea—Order.

From SINGAPORE, to LONDON, per *Mary Falconer*, entered Feb. 20.—1830 bales 2497 bags gambier, 1289 bags tapioca, 116 bags tapioca flour, 663 bags sago, 687 bags coffee, 918 buffalo hides, 61 cases abella, 551 bundles Malacca canes, 84 bundles ground rattans, 7159 bundles rattans—Order.

From ILO ILO to LONDON, per *Martin*, entered Feb. 20.—26,185 bags sugar, 388 bales hemp, 1 case cigars—Order.

From SHANGHAI to LONDON, per *Star of China*, entered Feb. 20.—175 half-chests tea—Forbes, Forbes and Co.; 8164 packages tea—L. Reis Brothers and Co.; 11 boxes tea, 2 boxes cigars, 3 boxes ginger—Master; 7120 chests 4574 half-chests 710 boxes 534 packages tea, 4 boxes chinaware, 304 packages merchandise—Order.

From CANTON, MACAO and HONG KONG to LONDON, per *Tamesa*, entered Feb. 20.—From Canton: 24,186 boxes, 9 packages tea, 6 packages merchandise, 15 cases preserves, 4 cases, 100 casks ginger, 2 cases 2 boxes lychees, 400 bales cocoons, 80 packages canes—Order; 12 cases preserves—Captain. From Macao: Tea—1000 half-chests 293 boxes 7007 packages—Order. From Hong Kong: 100 casks ginger—Order.

From SHANGHAI and SINGAPORE (via S.C.) to LONDON, per *Elgin*, (str.), entered Feb. 20.—From Shanghai: Tea—2641 chests 59 boxes 712 packages—D. Sassoon and Co.; 4 boxes—Brown; 1 chest 5 packages tea, 2 cases ginger—Captain; 4 cases ginger, 2 packages merchandise—A. Cheyn; 6 cases ginger, 1 package merchandise—H. S. King and Co.; merchandise—28 packages—R. de Montigny; 2 packages—R. A. Houston; 1 package—H. C. Bachelor; 1 chest tea, 3 packages merchandise—F. B. Johnson; 2 packages merchandise—J. and W. Styan and Co.; 1 package merchandise—J. B. Hallam; 5850 chests 4101 half-chests 1738 boxes 2700 packages tea, 4 cases ginger, 9 packages merchandise, 98 chests shells, 372 bales silk, 22 chests rhubarb—Order; 82 bales silk—Elias and Co. From Singapore: 1200 bags teelseed, 660 slabs tin—Order; 1 package merchandise—Borneo Company.

From FOOCHOW to LONDON, per *Douglas Castle*, entered Feb. 22.—8141 chests 2769 half-chests 8814 packages tea, 3 packages ginger—Order.

From FOOCHOW to LONDON, per *Magellan*, entered Feb. 22.—Tea: 1675 chests 2891 half-chests 8472 packages—Order; 116 chests—Baring Bros. and Co.

From SINGAPORE to LONDON, per Twilight, entered Feb. 22.—2312 bags pearl sago, 367 bags tapioca, 2972 bags 1999 bales gambier, 1194 cases cutch, 90 baskets india-rubber, 475 cases gum damar, 164 bags pearl tapioca, 42 cases 57 baskets green snail shells, 486 cases pearl sago, 698 bags coffee, 12 cases gutta-percha, 2829 buffalo horns, 1531 buffalo hides, 13 cases gamboge, 17 cases gum copal, 10 kegs flints, 6666 bundles rattans—Order.

From MANILA to LIVERPOOL, per Jessie, entered Feb. 21.—21,394 bags sugar—Drake, Kleinworth, and Co.; 235 bags cowries—Order.

ARTICLES OF IMPORT.

TEA.

Latterly the market has become very quiet, the trade having supplied their wants for the present. Common to good common black leaf kinds have arrived in large quantities, but they have met with little demand in the absence of export orders. Red-leaf Congou siftings have sold from 5d. to 6½d. per lb., being about former prices. Broken-leaf kinds from 8d. to 10d. per lb. show no change. Fair to good common have been rather more in request at previous prices. Common to fair Kaisows from 1s. to 1s. 2d. per lb. have met with a moderate demand. Good to fine and finest Kaisows, from their comparative scarcity, have been firmly maintained. Pak Lin kinds show no material alteration. Black-leaf kinds: Low to common qualities remain difficult of sale at a reduction in price. Fair to good common have been in over supply at the moment, the demand being limited; a few sales have been made at ½d. to ¾d. per lb. decline. Fair to good medium kinds from 1s. 1d. to 1s. 4d. have been sold ½d. per lb. lower, good to fine have been firm, as also finest, but transactions have been limited. In Amoy kinds some few sales have been made from 8d. to 10d. per lb. for common to fair quality, prices being a shade in favour of buyers. New-make Canton kinds have been sold freely from 1s. 2d. to 1s. 6d. per lb., being ½d. per lb. lower. Oolongs have not been so readily taken, and prices must be quoted 1d. to 2d. per lb. lower; some parcels have arrived from America. Souchongs show but little change; sales have been to a fair extent at about previous rates. Flowery Pekoes remain as before. Scented Teas: Canton Capers, common to fair kinds, have been sold at full prices; the good to fine kinds have been less in request, and prices are rather lower. Foochow Capers show no material alteration. Canton Orange Pekoes have been rather more saleable at previous prices. Foochow kinds show no changeable quotation. In Uncoloured Japans there is nothing new to report. Green: The market continues much depressed. Invoices continue to be offered at public auction without reserve, the result in nearly all cases being lower prices. Privately sales have been difficult to make at a decline of 1d. to 2d. per lb. The common to fair kinds have been sold from 7d. to 10d. per lb., showing heavy losses to importers. At public sale, on the 20th inst., 1,409 packages were offered, and all sold without reserve; on the 21st inst. 9,617 packages were brought forward, of which 7,602 packages were sold, all being without reserve.

The following is from Messrs. Shepard, Harrison, and Rehden's Circular:—Since our report of 8th inst. there has been an improved inquiry, leading to considerable transactions, but at prices favouring the buyer, except for finest Teas, for which extreme value is demanded. The bulk of the late heavy imports have consisted of ordinary to good common Congou, and a portion have been withdrawn from the market, pending the usual Continental demand. Last advices from China relative to the total export point to a deficiency of about 10,000,000 lbs., which, we trust, will prove correct, as it will enable the weight of common teas arriving to be worked off at saving prices to importers. The export trade to all quarters continues quiet; a few orders at low rates for green teas occasionally come in from Canada.

SILK.

There is no alteration to notice in the market; the public sales, which were held on the 22nd and 23rd, passed off with even less business than usual from the hammer, while transactions both before and after the sales have been limited. Prices remain firm but unchanged; the present uncertainty overhanging politics seems to be the only drawback to business.

Messrs. Durant and Co.'s Circular says:—The market is quiet, but rather the quiet of suspense as to politics than any diminished inclination on the part of manufacturers and throwsters to continue the full employment of mills and looms. On the other hand, importers have been more or less sanguine as to the immediate future, hence prices are fully supported. The deliveries are good. Canton Silk continues at the improved rate of last month, and even Japan Silk shows considerably increased figures.

LONDON QUOTATIONS, FEB. 24.

CHINA.			
Tsates, No. 1	...	...	31s. 0d. to 31s. 6d.
" " 2	...	...	30s. 0d. to 30s. 6d.
" " 3	...	...	28s. 6d. to 29s. 6d.
Red Peacock	...	...	26s. 0d. to 26s. 3d.
Yuenfa, Nos. 1, 2, and 3	...	...	23s. 0d. to 26s. 6d.
Tayann Keyling, Nos. 1, 2, and 3	...	...	23s. 0d. to 26s. 9d.
Long Reel	...	...	18s. 0d. to 21s. 0d.
Canton	...	...	13s. 0d. to 22s. 0d.
Chinese Thrown	...	...	22s. 0d. to 24s. 0d.
JAPAN.			
Maibash and Sincbu, Nos. 1, 2, and 3	...	...	23s. 6d. to 29s. 0d.
Idah, No. 2	...	...	26s. 0d. to 27s. 0d.
Sodai, Nos. 1 and 2	...	...	25s. 0d. to 26s. 6d.
Oshin, Nos. 1, 2, and 3	...	...	24s. 0d. to 32s. 0d.
Koshiu, No. 1 and 2	...	...	24s. 0d. to 26s. 0d.
Elchizen	...	...	22s. 0d. to 25s. 0d.
Mahta	...	...	22s. 0d. to 24s. 0d.
Hatchoji	...	...	None.

COFFEE.

There has been little change in the market for Ceylon since our last report; any slight alteration observable has been for the better. Only moderate quantities have been brought forward during the week, and these have been taken off at about the rates previously current. The result of the Dutch sale does not appear to have exercised any effect

upon the market here. The ruling rates are:—Plantation Ceylon, triage, 52s. to 57s.; small, 60s. to 61s. 6d.; low middling, 64s. to 65s. 6d.; middling, 67s. to 70s.; good middling, 73s. to 77s. 6d.; peaberry, 79s. 6d. to 82s. 6d.; Native casks, fine ordinary, 57s. to 57s. 6d.; good bold, 60s.; bags, small, 47s.; real good ordinary, 57s. For arrival about 400 tons and 1,000 bags Native have been sold, commencing at 57s. and advancing to 59s., with guarantee of quality. In other East India sales are reported of 317 bags Singapore at 55s. 6d. to 58s. 6d., and 521 bags pale Manila sort from Singapore at 60s. The Dutch Trading Company's February public sale of 124,000 bags Java, &c., held on the 22nd, went off favourably, the bulk selling at ½c. to 1c. above the valuations, good ordinary, 36½c. to 37c., and better qualities rather more.

As against the extremely small landings of 1870, those in the present year show an increase of 500 tons, but as the deliveries are 560 tons in excess, the surplus in the stock is not materially altered. The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 183,735 cwt., against 150,570 cwt. at the corresponding date of 1870; Native, 18,739 cwt., against 13,699 cwt. The quantity afloat for the Continent is nil. The quantity of Coffee landed in the seven weeks ended Feb. 18, 1871, was, of Ceylon, 2,370 tons, against 2,730 tons during the corresponding period of 1870; of all descriptions, 4,982 tons, against 3,334 tons. The quantity entered for home consumption was, of Ceylon, 1,405 tons, against 1,286 tons; of all descriptions, 2,667 tons, against 2,271 tons. The quantity exported was, of Ceylon, 1,404 tons, against 2,768 tons; of all descriptions, 3,449 tons, against 4,973 tons. The stock on Feb. 18, was, of Ceylon, 13,166 tons, against 12,875 tons; of all descriptions, 23,214 tons, against 20,365 tons.

SUGAR.

Extraordinary dullness has prevailed during the week, and there is not a single transaction to report either in public sale or by private contract.

As the landings for the week, which include 1,300 tons of British West India, are 1,300 tons in excess of last year, and the deliveries are only 800 tons more, the surplus in the stock is greatly reduced. Stock, Feb. 11, 56,476 tons, against 71,552 tons; Feb. 18, 55,418 tons, against 69,955 tons. The quantity of Sugar landed in the six weeks ended Feb. 18, 1871, was, of Penang, 11 tons, against 269 tons in the corresponding period of 1870; of Manila, Java, and China, 1,567 tons, against 3,469 tons; the quantity entered for home consumption was, of Penang, 595 tons, against 582 tons; of Manila, Java, and China, 3,744 tons, against 4,694 tons. The quantity exported was, of Penang, 23 tons, against 24 tons; of Manila, Java, and China, 490 tons, against 175 tons. The stock on Feb. 18 was, of Penang, 2,364 tons, against 1,993 tons; of Manila, Java, and China, 25,127 tons, against 34,390 tons.

CAMPOR.—The market is dull, and there have been no transactions worth recording; a parcel of 721 tubs Japan, of fresh import, was bought in at 75s. per cwt.

CANES.—The offers of the past week have been quitted as follows:—Of 148,450 Tonkin about one-half sold at ½d. to ¾d., chiefly the latter price; of 60,500 Partridge 40,000 sold at 2½d., first lot 2½d.; 10,000 Whangee bought in at 2½d.; of 94,638 Borneo 18,000 sold at 1d. to 1½d.; 26,839 Malacca bought in at 1½d. to 4½d. per cane.

CINNAMON.—Pending the quarterly sales, which take place to-day, there is but little inquiry. The quantity advertised is 2,500 bales, part of which is of a low rough description.

COCOA NUT OIL.—The market for Ceylon is steady at previous rates; any great activity has been checked by the closing of the Continental ports, but the ice having now for the most part disappeared, an improvement may safely be anticipated. The current rates on the spot are £40 to £40 10s.; afloat about 300 tons distant shipment have been sold at £41.

CUTCH.—The large business done last week has been followed by an interval of quietude, but prices are firm; in public sale 2,370 boxes good Pegu, fish mark, were offered and bought in at 22s. 6d.; privately there have been no transactions.

DRAGON'S-BLOOD.—The market is firm; of 13 cases lump in public sale, half sold at £5 17s. 6d. to £7 2s. 6d. per cwt. for middling to very fine lump, and 31 cases good Reed also offered, and sold at and after the sale at £9 per cwt., being lower.

GALLS.—The late advance has been maintained; of China 174 cases offered at auction were sold at 47s. to 47s. 6d., privately about 500 cases have found buyers at 47s. per cwt.; there is a good inquiry for Japan also, but none have been placed on offer.

GAMBER.—The dull tone of the market continues, and prices have exhibited a declining tendency; at auction 925 bales were offered and bought in at 15s. 9d. to 16s.; half-bales and broken, 15s. 3d.; and 4 tons loose at 14s. 6d.; 44 baskets Rhio strips were sold at 19s. 6d. to 19s. 9d.; and 420 bags good Cubes at 20s. 3d.; privately 150 bales fine block have been sold at 15s. 7½d.

GUMS.—Benjamin: Sumatra, steady: good and fine seconds scarce, and wanted, thirds dull; in auction 38 cases retired; Slam is neglected, stocks large. Copal: some parcels of Singapore have been pressed for sale, and prices show a decline of 2s. to 4s. per cwt., 691 cases at auction mostly sold at 30s. to 38s. 6d. per cwt. for middling to good, part rather drossy and coated, 26s. to 28s. rougher and more drossy hard, and 15s. 6d. to 17s. inferior drossy and dark block soft. Damar, higher, and fair private trade done at better prices, with stock of fine reduced, 54s. to 56s. paid for fine Batavia: no auctions. Gamboge, firm; of 26 cases in auction, 17 sold at £14 10s. per cwt. for very good pipe, and £11 7s. 6d. to £12 10s. fair, part run, and a little dark.

HEMP.—The market for Manila continues dull, with a supply considerably in excess of the demand; there have been no transactions during the past week.

HIDES.—At the periodical sales held on the 23rd there was a good demand, and the best descriptions of East India Kips brought full prices, whilst middling and ordinary sold at ½d. decline. Buffalo met

a better demand, and sold at rather higher prices. Of 9,246 Singapore and Penang Kips offered 9,160 sold, light 6 to 6½ lbs. at 7½d. to 8½d., heavy 8½ to 9½ lbs. at 6½d. to 7½d., extra 12½ to 23 lbs. at 6d. to 7½d., small 6d. to 8d., thirds and fourths 4½d. to 5½d., one lot extra heavy brined 8½d.; 2,490 Singapore and Penang Buffalo Hides sold, light 11½ to 14½ lbs. at 6½d. to 6½d., first heavy 31 to 38½ lbs. at 5½d. to 5½d., second heavy 35 lbs. at 4½d.

INDIA RUBBER.—Fine East India is scarce, and would sell readily; privately fair ball Singapore has been sold at 1s. 9d. per lb.; Borneo is dull at 1s. 6½d.

JAPAN WAX.—There has been more inquiry, and as some old lots are cleared off, a slight improvement is manifest; private sales of fine at 73s. to 74s., and of middling and fair at 69s. to 71s. 6d. are reported; at auction 162 boxes saucer sold, middling rather soft at 67s., one lot 67s. 6d.

MUSK.—The market is firm, and fine brings very high figures; the greater portion of 38 caddies at auction sold at 13s. 6d. to 21s. 6d. per oz. very inferior to fair bally and rough, 1 caddy of middling quality grain brought 44s.; 12 caddies fair Cabardine also offered and partly sold at 17s.; grain is much wanted.

OILS.—Aniseed, with new arrivals is lower; privately 15 cases were sold at 9s., and subsequently, 10 cases landing, 8s. 9d., at which there are further sellers. Cassia, firm, and moderate trade at 4s. 6d. Nutmeg, steady, but stock rather large; none of either kind at auction. Cinnamon: very scarce, and wanted; 2 cases leaf at auction retired. Citronelle: quiet; 121 cases at auction mostly sold at 2d. to 2½d. per oz. Lemon Grass: steady; 25 cases at auction sold at 2½d. to 3d. per oz. for good.

PEPPER.—Black: The inquiry has continued on a limited scale, and the tendency of prices has been in favour of buyers; the sales have been small, comprising at public sale 250 bags Penang at 5½d. cash, and short prompt about 600 bags Singapore low at 5½d. to 5½d., fair 6d., and about 500 bags Singapore new crop at 5½d.; privately 100 bags Singapore have been sold at 6d., and 400 bags Penang at 5 18-16d. White: Only small quantities have been placed on offer, and these have sold readily at previous rates; 500 bags Singapore sold at 7½d. to 7½d., and 60 bags Penang at 7½d. to 7½d.

PLUMBAGO.—Market for Ceylon steady, but rather less doing. Public sales confined to 433 barrels; three-fourths being placed at 22s. 6d. to 26s. per cwt. for fair to fine small medium lump, 15s. 3d. to 15s. 6d. fine chips, 9s. 9d. to 12s. 3d. middling to superior dust, and 2s. to 4s. inferior very low dust.

RATTANS.—Unchanged in value; 8,000 bundles sea-damaged Singapore at auction sold, the first class at 2s. 6d. to 4s. 6d. per 100 canes for middling to good; other classes in proportion.

RHUBARB.—Large supplies of China have been offered at auction, and have sold rather lower; of 146 cases offered barely one-third sold—fairly trimmed root, a little dark pale and fair pinky fracture, at 2s. 3d. to 2s. 4d.; more rough and paler, 2s. 1d. to 2s. 2d.; inferior rough dark root, 5d. to 10d.

RICE.—Although holders have ceased to demand the extreme rates which were lately current, not much business has been done, the demand having become much less active. The sales have been 2,000 bags Rangoon at 11s., and 550 bags damaged Rangoon (from the Cape) at 8s. 6d. to 9s. 3d., also the following floating cargoes:—A cargo of 500 tons new Rangoon, February shipment, at 10s. 10½d. Continental terms; a cargo of 600 tons new Rangoon, February shipment, at 10s. 9d. open charter; and a large cargo of Rangoon, consisting of about 1,700 tons, per Corra Linn, to be shipped in March, at 10s. 6d., Continental terms.

ROOTS, CHINA.—At public sale 80 bags ordinary quality sold at 17s. to 18s. per cwt., and private business has been done in good quality at 19s. Colombo: Lower; 139 bags mostly sold at auction at 25s. 6d. to 39s. per cwt. for fair, partly dark and wormy to superior clean.

SAGO.—Prices are fairly maintained, but the demand is dull, and parcels offer afloat. Of 1,879 boxes and bags at auction, a few sold at 19s. 6d. per cwt. for good, and 18s. middling yellow. Flour quiet; only small business in Singapore to arrive at 15s. 3d.; 953 bags at auction retired.

SAPANWOOD.—With present scarcity of Siam wood, extreme prices are paid, and in auction, 9½ tons sold at £8 to £9. Manila is still too plentiful, and only sells at low prices; 18 tons at auction retired, 11 tons of Ceylon have been sold at £8 15s. to £9.

SHELLS.—The public sales are fixed to take place this week.

SPICES.—Nutmegs: medium sizes are rather lower; 80 cases partly sold—112 to 104 to the lb., 2s. 2d., 100, 2s. 3d., 82, 2s. 5d., and 81, 2s. 5d. to 2s. 6d.; 267 bags wild, in shell, bought in at 4d. per lb. Mace is steady; 14 cases Penang and Singapore mostly found buyers, middling red to fair palish, 3s. to 3s. 4d. per lb. Cloves bring previous rates; 5,293 bags partly selling at 2½d. to 3½d. for middling to good fair, and 3½d. for good bright; 750 bales mother cloves partly sold at 2d. per lb. Of stems, 813 packages sold at 1½d. to 1½d. per lb. Cassia: 250 bales wild Bombay sold at 17s. to 17s. 6d. per cwt. Cassia buds: 65 cases good partly sold at £3 7s. 6d. to £3 12s. 6d. per cwt.

SOY.—Scarcely any business doing.

STAR ANISEEDS.—The market is dull; of 80 cases offered in public sale only one lot was taken at £5 12s. 6d.; small private sales are reported at £5 10s. to £5 15s. for fair quality.

STICKLAC.—Holders are very firm; there have been small sales of good Siam at £3 10s. per cwt.

TAPIOCA.—The market continues quiet, and lower prices are accepted, but little business has been done privately. Public sales embraced 1,106 bags Singapore, of which half sold at 2½d. to 2½d. for good to fine; 585 bags Pearl sold at 17d. to 19s. 6d. for fair very small to fine bright small; and 110 bags Flour also sold at 2½d. to 2½d. for good.

TIN.—There is still a dull market, and Straits is again lower, the current quotations being £131 on the spot, and £128 to £130 afloat.

TOBACCO.—Java: This Tobacco continues to lead the way wherever activity is noticeable, and buyers evince increasing desire to operate

in this favourite growth. Stocks are nearly exhausted, and for what remains holders are rather stiff in their notions of value. This view has been favoured by the exceedingly severe winter, for the principal shipping ports have been fast bound by ice, and imports have, therefore, been rendered impossible. Japan: There is no change in this growth beyond the arrival of a small lot by the Eldon. Prices remain firm in proportion to the scarcity of the article. Manila: Attention has been directed chiefly to the character of the crop of 1869, of which the cargo received per the Estrella afforded cigar manufacturers an opportunity of judging. Other cargoes are on the way, which may modify the opinions already formed, but so far the crop of 1869 is pronounced to be deficient in most of those qualities which render this Tobacco desirable to the manufacturer. Manila Cigars and Cheroots have been dull, though less from the indisposition of buyers to purchase than from the difficulty of finding lots worthy of attention; at public sale on the 23rd 35 bales Japan leaf sold at 10d., 67 do. damaged at 9½d., one lot at 4d.; 2 bales Manila leaf Caguan 2a at 7½d. to 8d.; 11 bales Manila leaf repacked, 8d. to 1s. 7d.; 1 bale cuttings, 8d.

TURMERIC.—Market without change since our report of the 13th inst.

VERMILION.—China is held firmly for advanced rates, and scarcely any business has been done.

NEW YORK MARKET REPORT.

TEA.

The feature of the week has been the occurrence of two auction sales, Green and Japan. At the first the offering was disposed of, but at the second a small portion only was sold, prices being unsatisfactory to the owners, and at both there was a softer market, prices showing some decline. The attention of the trade and dealers has also been occupied by the receipt of parcels sold some time since, which has to some extent interfered with present demand; yet a fair business has been done, part of which is not yet made public, and negotiations are still going forward for considerable parcels Black, &c. Oolongs have moved freely, and Blacks as a rule are quite firm, with more general inquiry. Japan are quiet, and have a softening tendency. Desirable invoices Green are wanted, but other grades are less inquired for, and a little irregular in price.

The following is the current range of prices:—Hyson, common to fair, 45c. to 55c.; superior to fine, 61c. to 75c.; extra fine to finest, 85c. to 115c.; Young Hyson, Canton-made, nominal; common to fair, 50c. to 55c.; superior to fine, 60c. to 90c.; extra fine to finest, 105c. to 130c.; Gunpowder and Imperial, Canton-made, nominal; common to fair, 65c. to 75c.; superior to fine, 85c. to 100c.; extra fine to finest, 115c. to 150c.; Hyson Skin and Twankay, Canton-made, nominal; common to fair, 40c. to 45c.; superior to fine, 48c. to 52c.; extra fine to finest, 55c. to 60c.; Uncoloured Japan, common to fair, 60c. to 65c.; superior to fine, 70c. to 75c.; extra fine to finest, 80c. to 105c.; Oolong, common to fair, 52c. to 60c.; superior to fine, 65c. to 85c.; extra fine to finest, 95c. to 130c.; Souehong and Congou, common to fair, 50c. to 60c.; superior to fine, 65c. to 80c.; extra fine to finest, 90c. to 120c.; Orange Pekoe, common to fine, 70c. to 100c.

COFFEE.—The current quotations for East India kinds are, Java Government bags, 18c. to 20c.; Java mats, 18½c. to 22c.; Singapore, 17c. to 18c.; Manila, 14c. to 15c.; Native Ceylon, 15½c. to 17c. There is a very fair and steady inquiry for Brazil from the Trade, but the stock is so reduced that no important transactions can be made. The prospective arrivals are also moderate, and the market closes firmly, holders offering sparingly, and only at full previous rates. The market for other kinds has shown no great activity, but there is a fair demand at firm prices; in addition to jobbing sales of Java from second hands we note the disposal of 15,125 mats, ex Cymbeline, on private terms.

CAMPHOR.—China is quoted 18c. gold (in bond).
ESSENTIAL OILS.—Aniseed is quoted \$2.35; Cassia, \$1.10 gold (in bond).

GAMBIER.—The current quotation is 3½c. to 4c. gold (duty paid).
HEMP.—There have been no transactions in Manila; the nominal quotations are 10½c. to 10½c. gold.

INDIGO.—The market for Manila has assumed a quieter tone, but prices are well maintained; the transactions comprise about 33 cases at \$1.20 to 1.25 currency.

PRESERVED GINGER.—China is quoted \$8 currency (duty paid).

RHUBARB.—The quotation for China is \$1 to \$1.25 currency (duty paid).

RICE.—Carolina has been in improved demand at an advance. Rangoon continues in fair request at steady rates; the sales have been about 1,200 bags at \$7 to \$7.12½ currency (duty paid), and 2,470 bags in bond at \$3.25 gold.

SUGAR.—The market presents no new features. The demand continues quite light, and the business is small, refiners buying only as their necessities require from day to day, in view of the new crop now steadily coming forward and the declining tendency of the refined article. Holders, as a rule, are firm, but some are occasionally found disposed to meet the views of buyers, and the consequence is, a slow, dull market. There has been no business in East India.

SPICES.—With the exception of Cassia there are but few spices in first hands, and the market is necessarily quiet. There continues a steady fair demand for lots from store, and last quotations are firmly sustained.

TIN.—Holders being still indisposed to a concession in prices, while buyers decline operating at the ruling rates, there has consequently been but little business doing; the nominal quotations are Straits, 33½c. to 33½c., Banca, 39c. gold.

SHIPPING.

ARRIVALS.—Feb. —, at New York, from Yokohama, Min; —, at Boston, from Singapore, Janet Ferguson; 3, at New York, from Batavia and Padang, Wallace; at Boston, from Singapore, Dewa Gundahur; from Foochow, Louise; 4, at New York, from Batavia and Padang, Knight of Snowdon; from Batavia, J. S. Pontoppidan; from Shanghai, Dilpussund; from Hiogo, Grace Peile.

Shipping Intelligence.

ARRIVALS.

Date.	Ship.	Captain.	From	At
Feb. 16	Alice Graham	Morgan	Sarawak	London
16	Gurtje and Maria	Flens	Batavia	Falmouth
16	Kjobenhavn	Holm	Foochow	Do.
16	Toni	Petersen	Basseln	Queenstown
17	Guinevere	Spewart	Higo	Deal
17	Gutenber	Frericks	Batavia, &c.	Brouwershaven
17	Martin	Dall	Ilo Ilo	Deal
18	Star of China	Angus	Shanghai	Do.
18	Mary Falconer	Carlisle	Singapore	Do.
18	Whiteadder	Tiptaft	Foochow	Do.
20	Tamesa	Phillips	Macao, &c.	London
20	Elgin (str.)	Hutton	Shanghai, via S.C.	Do.
20	Twilight	Angel	Singapore	Do.
18	Staatsraad v. Ewyck	Ham	Java	Off Dungeness
20	Taffaretto	Rocher	Hong Kong	Dartmouth
20	John Peacock	Finlay	Malmain	Falmouth
21	Douglas Castle	McKitchie	China	London
21	Magellan	Crosbie	Foochow	Deal
21	Schoonderloo	v. Leeuwen	Java, for Rotterdam	Brouwershaven
21	Douglas	McGuffie	Rangoon	Falmouth
21	Jessie	—	Manila	Liverpool
20	Imogen	Mathews	Singapore	Sunderland
18	Laura and Gertrude	Foppelbaum	Akyab	Bremerhaven
20	Cornelia Adolphina	Roever	Batavia	Texel

DEPARTURES.

Date.	Ship.	Captain.	For	From
Feb. 16	Alumina	Bruce	Yokohama	London
16	Alice Wilson	—	Galle	Clyde*
17	Golden Spar.	Farrall	Hong Kong	London
17	Minia (str.)	Martin	Sing. & H.K., via S.C.	Do.
17	Kaisow	Adams	Cardiff, H.K., & Shang	Do.
16	Huntley Castle	McCanley	Singapore	Cardiff
18	Cheops (str.)	Croncace	Do., H.K., &c.—S.C.	London
18	Weymouth	Gibson	Shanghai	Do.
18	Enterprise (str.)	Lobnitz	Sing., China, &c.—S.C.	Do.*
15	Alfred the Great	Pardy	Galle	Shields
20	Erl King (str.)	Steele	Sing., H.K., &c.—S.C.	London
18	Avon	Scott	Shanghai	Cardiff
18	Avon	Owens	Hong Kong	Do.
21	Agra	Doer	Batavia & Sourabaya	London
21	Haides	Dick	Singapore	Do.
17	Janet Court	Wilson	Do.	Penarth
19	Butterworth	Read	Do.	Shields
21	Joseph Haydn	Haupt	Hong Kong	Cardiff
21	Scawfell	—	Singapore	Liverpool
18	Resolution	Stabel	River Amoor	Sunderland

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

VESSELS PASSED THE SUEZ CANAL.

Date.	Steamer.	From.	For.
Since Feb. 9	Atalanta	London	Colombo, &c.
" "	Albatross	Liverpool	Do.
" "	Agnos	London	Singapore

LOADING.

At LONDON.—For Yokohama: Devana, Fiery Cross, Flying Spur. For Shanghai, Hankow, and Singapore (via Suez Canal): Lord of the Isles (str.). For Shanghai: Victoria Nyanza, Aracan, Everest, City of Aberdeen, Guinevere. For Hong Kong: Burdwan, Windhover, Leander, Melbrek, Veronica, Glance. For Singapore: Benares. For Singapore, Hong Kong, and Shanghai (via Suez Canal): Vanguard (str.). Craigforth (str.). Elgin (str.). For Singapore and Hong Kong (via Suez Canal): Kangaroo (str.). For Penang: Frances Milly. For Singapore and Manila: The Sir Jamsetjee Family. For Batavia and Sourabaya: Sophie Gorbitz. For Colombo: Southern Belle, Palestine, Peveril of the Peak. For Colombo, &c. (via Suez Canal): Nile (str.), Europe (str.), Arcot (str.).

At LIVERPOOL.—For Yokohama and Higo: Prince Alfred. For Manila: Estrella, Josefina. For Penang, Singapore, Hong Kong, and Shanghai (via Suez Canal): Diomed (str.). For Batavia and Sourabaya: Merse. For Singapore: Maiden Queen, Blenheim. For Colombo, &c. (via S.C.): Paraguay (str.), Historian (str.). For Galle: Hylton Castle.

At GLASGOW.—For Manila: Dona Feliciana. For Ilo Ilo: Monsoon. For Singapore: Bothwell Castle. For Batavia, Samarang, and Sourabaya: Loch Awe. For Batavia and Sourabaya: County of Berwick. For Penang, Singapore, Hong Kong, and Shanghai (via London and Suez Canal): Glensannox (str.).

At PORT GLASGOW.—For Galle: Madras.

SPOKEN.

JANET FERGUSON, Singapore to Boston, 18 N., 55 W.
DEWA GUNGADHUR, Singapore to Boston, Jan. 21, 24 N., 57 W.
PRINCESS OF WALES, London to Chefoo, Nov. 6, in the Gilolo passage.
LIBERATOR, Sunderland to Galle, Jan. 10, 23 S., 29 W.
ANGLO SAXON, Shanghai to London, Nov. 25, in the Straits of Sunda.
LANDBOUW, Rotterdam to Batavia, Jan. 14, 4 N., 27 W.
BLENCATHRA, Liverpool to Singapore, Jan. 18, 2 N., 24 W.
BOYNE, London to Colombo, Jan. 15, 5 N., 25 W.
CORNELIS GIPS, Batavia to Rotterdam, Jan. 25, 3 N., 25 W.
NAPLES, Liverpool to Galle, Jan. 19, 2 N., 25 W.
SIR LANCELOT, London to Shanghai, Jan. 18, 30 S. 26 W.
LUCERNE, from Colombo, Dec. 31, 6 N., 91 E.
SEA QUEEN, Penang to London, Dec. 2, 19 S., 84 E.
SCOTTISH CHIEF, Macao to London, Feb. 14, 48 N., 10 W.
BECHERDASS AMBADASS, Batavia to Boston, Dec. 14, 25 S., 61 E.
DOBOTHRA (Dut. ship), Cardiff to Singapore, Jan. 20, 1 N., 23 W.

SOOLOO, Singapore to Liverpool, Jan. 10, 28 S., 8 E.
HINDOSTAN, Shanghai to London, Jan. 4, 33 S., 29 E.
RATTLER, Manila to New York, Jan. 10, 35 S., 17 E.
PETERHELE, Singapore to Liverpool, Jan. 12, of the Cape of G. Hope.
OCEOLA, Macao to New York, Jan. 5, 32 S., 32 E.
N. B. PALMER, Shanghai to New York, Dec. 31, 35 S., 23 E.
MOBO CASTLE, Shanghai to New York, Jan. 2, 35 S., 20 E.
AKILBURN (i), Amoy to New York, 75 days out, Dec. 28, 27 S., 50 E.
HELENA (Dutch ship), Java to Rotterdam, Dec. 29, 35 S., 21 E.
ART UNION (ship), London to Batavia, Jan. 21, on the line, 23 W.
MCGILVERY, Macao to New York, Nov. 16, 5 S., 107 E.
VRADE, Java to Amsterdam, Jan. 20, 4 S., 18 W.
MARIA (Span. barq.), Lpool to Manila, 40 days out, Jan. 22, 1 S., 21 W.
NIOOLAAS WITSEN (Dut. brq.), Bivia to Amstdm. Feb. 3, 24 N., 40 W.
JOHN KIMBERLEY, Cardiff to Manila, Jan. 17, 10 S., 26 W.
RIVER AVON (barq.), Liverpool to Japan, Jan. 7, 4 N., 27 W.

FREIGHTS AND CHARTERS.

We have no change to note in freights to the East.

Current rates of freight for vessels on the berth: To Yokohama: 85s. weight, 30s. meat; per steamer, via Suez Canal, 90s. meat. To Shanghai: 30s. weight or meat; per steamer, via Suez Canal, 60s. meat. To Hong Kong: 30s. weight, 27s. 6d. meat; per steamer, via Suez Canal, 60s. to 60s. meat. To Batavia: 25s. weight, 30s. meat. To Singapore: 30s. weight, 25s. meat; per steamer, via Suez Canal, 50s. to 60s. meat. To Ceylon: 20s. weight, 17s. 6d. meat; per steamer, via Suez Canal, 50s. to 60s. meat. At New York, to China: — to — per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows: From Wear or Tyne per keel—For Shanghai: £42. For Hong Kong: £30. To Singapore: £27. For Galle: £25. From Newport, Cardiff, or Swansea, per ton—For Yokohama: — For Shanghai: £2 2s. 6d. For Hong Kong: £1 8s. For Java: 17s. 6d. For Singapore: £1 8s. For Galle: £1 6s. For Colombo: £1 7s.

CASUALTIES.

The Tamesa, Phillips, from Macao, &c., which arrived at London Feb. 20, was in collision Feb. 18, in the Northfleet Hope, with a brig; the brig sank, crew saved.

The Eishout, Zepperman, from Sourabaya to Amsterdam, which put into Table Bay, Dec. 30, for repairs, was in a leaky state, and had sustained damage to topmasts. She proceeded for her destination on the 7th Jan.

The Free, Vardon, from Yokohama to London, put into Table Bay Jan. 1, making five inches water per hour, and had been coppered on the patent slip.

On Jan. 14 the British barque Carobel, for Hong Kong, was lost on the Rocas, on the Pernambuco coast. After trying for three days to get her off, the crew abandoned her and made their course to Rio Grande do Norte, in the longboat.

The Kenilworth (of Liverpool), which sailed from London, Feb. 14, for Cardiff and Trincomalee, was off the North Foreland, with crew refractory, and spars in a defective state; she had been ordered back to London in tow.

The Schoonderloo, v. Leeuwen, from Java to Rotterdam, grounded on Dwars-in-den weg, at Brouwershaven, but was assisted off by four tugs.

A telegram dated Galle, Feb. 22, received 23rd, states that the Palmerston, 894 tons, for Colombo, stranded twenty-five miles east of Galle, and is likely to prove a total loss.

The Joseph Sprott (barque), of Liverpool, from Manila, with sugar and dyewood, was totally wrecked in Rosscarberry Bay, on the Irish coast, during a thick fog on the morning of the 19th Feb. It is feared the crew were lost; nothing has been saved yet except some papers and a few broken spars and other debris.

A telegram received, dated Penang, Feb. 23, states that the Amazon, Macleod, from Cardiff, for Singapore, was aground Feb. 20, on the South Sands, Straits of Malacca, with five feet water in her hold; assistance sent.

The Grace Peile, Tyson, which arrived at New York, Feb. 5, from Higo, had lost an anchor and chain off the Highlands, Feb. 4.

MISCELLANEOUS.

At GIBRALTAR.—Feb. 19, from London, for Singapore, &c., Emerald (str.).

OFF CAPE TRAFALGAR.—Achilles (str.), from China, &c., for London.

At SUZ.—Feb. 16, Great Northern (str.), from China, for London; —, Abbotsford (str.), from London, and proceeded, Feb. 17, for Singapore, China, &c.; Feb. 11, Atalanta (str.), from London, and proceeded for Colombo, &c.

At PORT SAID.—Glendaroch (str.), Berryman, from London, for Singapore, China, &c.

At ADEN.—Jan. 27, Leith (str.), Barnetson, from London, and left, 29, for Singapore, China, &c.; Feb. 2, Lumley Castle (str.), from London, and left, 3, for Singapore, China, &c.; 3, Sanspareil (steam-tug); Robertson, from Sunderland, for Singapore.

At ST. HELENA.—Jan. 12, Tycoon, Bond, from Singapore, for London; Marie Gabrielle, from Saigon; 13, Coringa, Watson, from Singapore, for London; Haamstedt, Geerling, from Batavia, for Zierikzee; Juanpore, Haldane, from Shanghai, for London; 14, Dordrecht II., Rotjan, from Batavia, for Dordt; 15, Margaret Falconer, Scot, from Foochow, for Plymouth; Emilie Marie, Jessin, from Saigon, for Belle Isle; 20, Taitaing, Bloomfield, from Foochow, for London; 21, Vi-jante, Calves, from Bangkok, for Lisbon; 22, Pride of England, Taylor from Batavia, for Amsterdam; 25, Lord Macaulay, Care, from Manila, for Queenstown; 26, Espiegle, Walf, from Foochow, for New York; Diane, from Saigon, for Bordeaux; Tonbridge, Pizey, from Manila, for London.

Off ST. HELENA.—Jan. 13, A.M.E., from Java, for Rotterdam; 25, Racer, from Manila, for Falmouth.

At TABLE BAY.—Jan. 4, Aurora, Basterrecha, from Manila, and

sailed 5 for Cadiz; 5, Freia, Nielson, from Copenhagen, and sailed 10 for the River Amoor; 13, Fairy (str.), sailed for Shanghai.

At ALGOA BAY.—Jan. 12, John Milton, Boutillier, from Canton, for New York, put in for medical aid.

Part of a ship's head board, marked "Summer Cloud" in large gilt letters, has come ashore in Pevensey Bay. The Summer Cloud, Watson, sailed from London, Feb. 6, for Singapore.

LAUNCH OF A P. AND O. STEAMER.—On the 20th inst. Messrs. William Denny and Brothers, of Dumbarton, launched an iron screw steamship for the Peninsular and Oriental Steamship Company, form-

ing one of the new class of large vessels with which that company are augmenting their fleet, and the seventh supplied by the same builders. This vessel, the Indus, was named on leaving the ways by Miss McClure, daughter of Mr. J. H. McClure, of Glasgow. She is 360 feet long and 40 by 35 feet in beam, 3,400 tons gross register, and will be supplied with compound surface condensation direct-acting engines of 450 horse power nominal by the builders. In the equipment of the ship the latest improvements have been introduced, and nothing appears to be overlooked that will facilitate the various movements, while the passenger accommodation and fittings are of the same high class of work and finish for which this company's ships are famed.

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THE PHENIX.

A MONTHLY MAGAZINE

FOR

CHINA, JAPAN, & EASTERN ASIA,

EDITED BY

THE REV. JAMES SUMMERS,

Professor of Chinese in King's College, London.

Free to INDIA, CHINA, or JAPAN, £1 3s.

Contributors to the PHENIX:—

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Articles have appeared on—

The Ainos, the Tartar Languages, Buddhist Literature, Changes in Japan, Languages of Nepal, the Kalmucks, &c.; and valuable papers on the Mongols, Scythians, Chinese Dialects, and a Chinese Novel, "Cure for Jealousy," are in hand.

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